

9 APRIL 1954

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**N.B.** N.S.O. is guaranteed *not* to build up deposits on sparking plugs or to corrode valve and exhaust systems.

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(ESSO PATENT)



*The finest Petrol in the World*

FOR CAR CLEANING & POLISHING IN DOUBLE-QUICK TIME—

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## Outshines

### them all FOR ONLY

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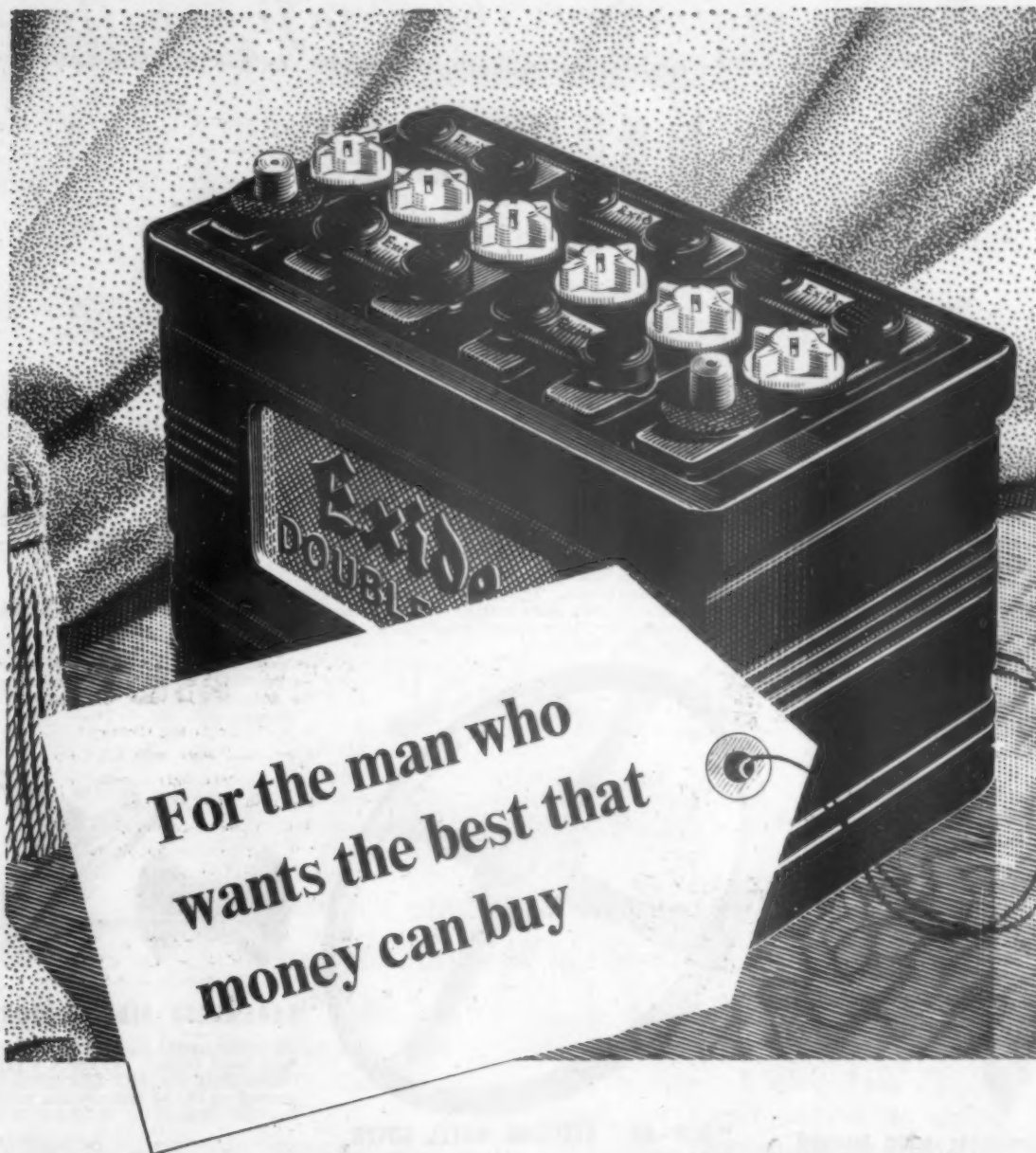
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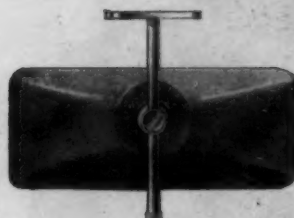
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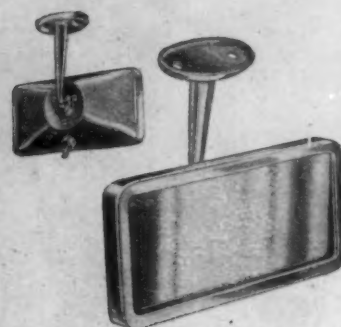
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Chromium plated. Independent ball movement plus 'up and down' adjustment. For the very small and very tall.  
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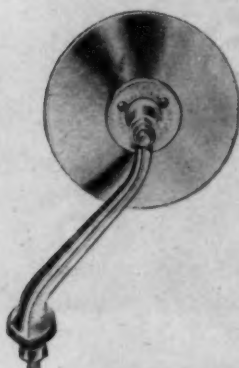
## 'SUN FILTER' TRANSPARENT VISOR

This revolutionary model has been specially designed from light filtering plastic. The cream coloured suction cups and anti-vibration plate ensures rigidity in any position, suitable for flat or curved windscreens. Size 11in. x 6½in. No. 315 10/-.



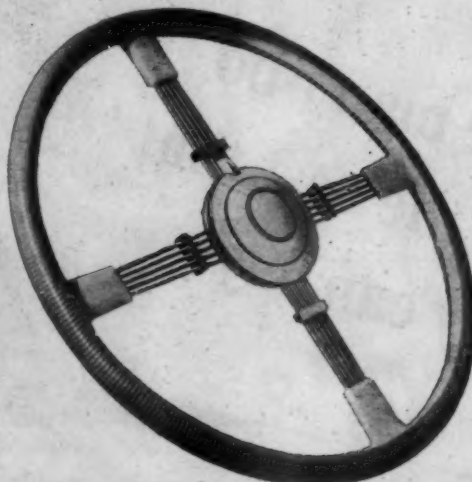
## PRISMATIC ANTI-DAZZLE INTERIOR MIRROR

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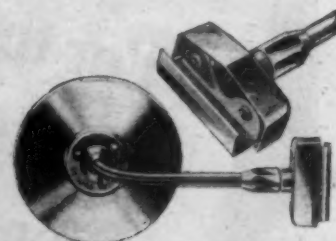
## UNIVERSAL WING MIRROR

Chromium plated. Reversible head makes mirror suitable for left or right hand fittings.  
With Convex Glass No. 4C 16/9  
With Flat Glass No. 4F 14/6



## "SLIP-ON" STEERING WHEEL COVER

In Ivory, Dove-Gray, Black or Maroon plastic. Slips on easily, does not scratch. Dirt wipes off instantly. Ribbed surface for firm grip—cool in summer, warm in winter. In two sizes: Size "S," up to 17½in. Steering wheel dia.; Size "L" over 17½in. No. 718 7/6.



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Chromium plated. Universal for left or right hand fitting. WITHOUT THE DRILLING OF HOLES, or can be screwed on like an ordinary side mirror. No. 100 16/6.



## RAZOR EDGE BADGE BAR

Chromium plated. Holds up to 8 Badges without brackets or clips. Sliding legs allow mounting on most post-war cars. No. 725 35/-.

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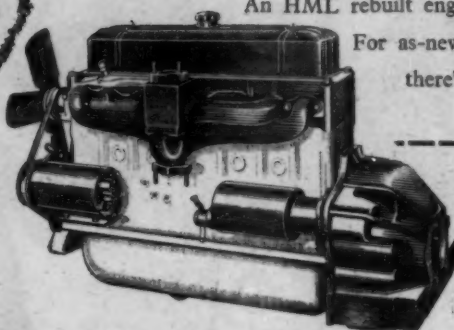
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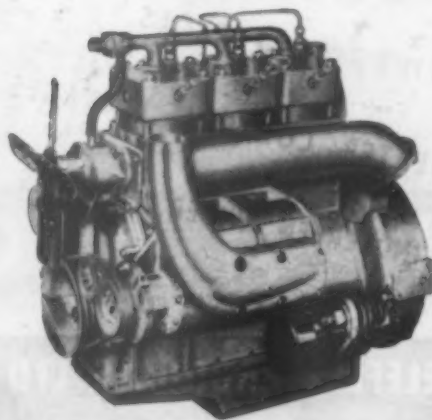
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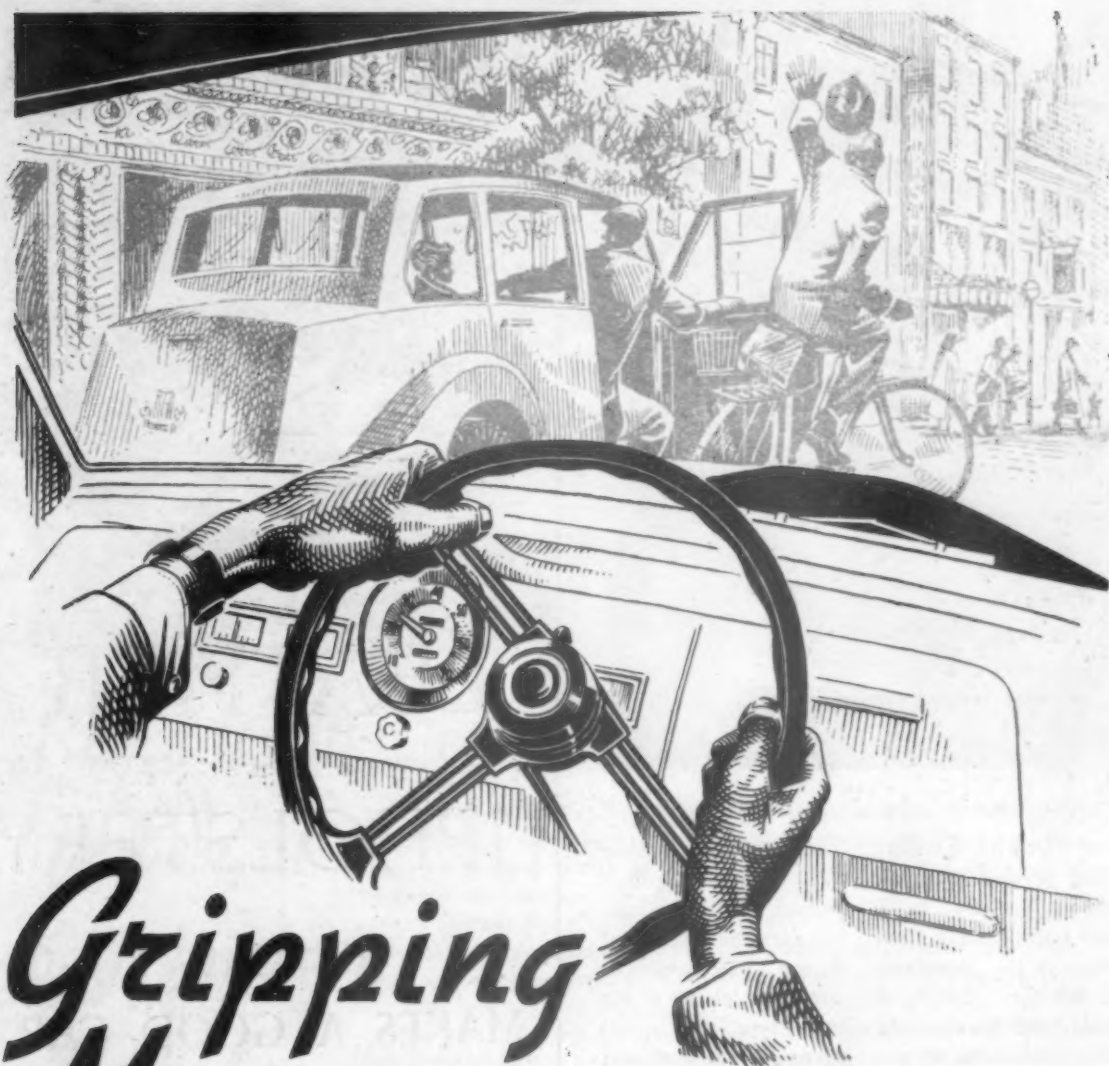
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The AUSTER Auxiliary Wing provides fresh air without draughts, facilitates traffic signalling and enhances the appearance of any car. Driving is made healthier, safer and more comfortable by this easily fitted accessory.

*The Type illustrated is No.1135*

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MAKES A GOOD CAR  
A BETTER INVESTMENT

Real leather is unique for its lasting comfort and luxurious appearance. So, even if this refinement involves a little extra cost, you will be more proud of your car and, when the time comes to re-sell, your good judgment will be more than rewarded



*Renault offer  
the best of  
both kinds*

THE OUTSTANDING 2 Litre Frigate (above) carries six passengers and their luggage in comfort. Standard fittings include Heater and Air Conditioner, Dual Fog Lamps, Wind-screen Washer, etc. at no extra charge. The O.H.V. Engine has removable Liners and Aluminium Head, Suspension is 4 Wheel Independent.

Sleek, swift and elegant, the Renault Frigate is a forerunner of the future. Mailed-fist power and velvet-glove performance make up its character. Economical too, the Frigate, thanks to its overdrive, showed a fuel consumption of as little as 31.5 m.p.g. at 50 m.p.h. in a recent 'Motor' Test.

If you desire further economy allied to a nippy acceleration, particularly useful in town traffic, with reliability under all conditions and a comfortable top speed of over 60 m.p.h. ... your choice will naturally fall on a Renault 750, a car for long service and small purses.

Ask your Renault dealer for a demonstration. A ride in either will convince you that Renault have the right idea in design, engineering and workmanship.



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*Established in Great Britain since 1899*

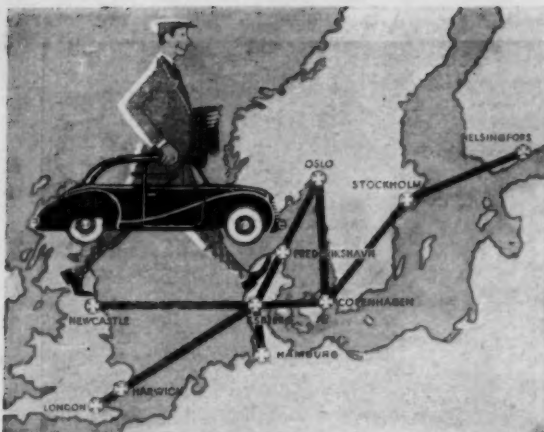
THE AMAZING 750 offers small-car economy with big-car comfort. Ingenious rear-engine layout gives ample room for four. Technical features include: independent 4-wheel suspension, removable wet liners, O.H.V. Engine and Aluminium cylinder head.

*Distributors throughout the United Kingdom*

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Light, strong, powerful. The four arms will fit every English car. 19/6 each.

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With shock-absorbing rubber bush and fittings. 5/6 each.

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Ideal for garage work. Solid, shock-proof and safe. 12/6 each.

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You can now have seat covers of hard-wearing Royal Cord Rayon for ..... 59/6  
Our own factory, new machinery, and very heavy purchases of this tough, attractive material, enable us to fix a price at this low level. In Maroon, Green, Blue, Grey, Fawn, Brown. Low price includes free patterns. All seat covers sold on our immediate money back guarantee.

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We can supply hub caps for any make of car. Most cars of more than a year old look twice as smart with a new set. Prices vary from 4/6 each for 1951 Morris Minor to 12/- each for Cadillac.

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# Your time and money ... and CAR POLISHING

It is high time that the facts behind the new development in car polishes were presented to car owners as honestly as possible. You have been hearing recently that there are now two radically different ways of polishing a car. The nub of the matter is how much time you are prepared to spend protecting your car's bodywork. In this announcement you will find a lucid summary of the advantages of both methods. It is for you to make up your mind on the subject and draw your own conclusions.



## Look after your money . . .

A car is cash. Look after it. There are two reasons why you should spend time and money on cleaning and polishing your car. The first is to protect and preserve the bodywork. The second is to give the car's surface that sparkling beauty which is the outward sign of a well-kept car in good condition. Whether you achieve your objective by using one of the new quick cleaner-polishes or have more faith in the well-known wax polish method depends on your preferences. All we say is that our world-wide experience in manufacturing car-protection products fits us to give you the best advice on both methods.

### 1. The longest-lasting polish

If you are a perfectionist there are no two ways about it. *Simoniz* wax is the polish for you. Only *Simoniz* can protect a car's surface with that unmistakable richly gleaming coat of hard wax that lasts up to half-a-year. The reason why a *Simoniz* finish lasts so long is its extra depth. The blend of hard waxes in the *Simoniz* formula gives the bodywork effective protection which 'seals' it against rain, rust, humid air, and the other causes of hidden corrosion. For six months afterwards a quick wash-and-wipe is all that's needed to bring up a superb 'Exhibition model' shine. At 5/- a large tin this makes 'Simonizing' the most economical, as well as the best method of polishing a car.



### 2. The quickest quick-polish

But some people are in a hurry. They want speed—quick results. That is why they get so enthusiastic about a new quick polish. And—without a doubt—*Bodysheen* is the best of the new 'combined operation'



polishes. It cleans and polishes in one go. Only when there's hard grime and mud need you wash down first. Usually you just spread *Bodysheen* on. Then wipe off—that's all. It's marvellous what happens! The sleek glistening beauty—the shining brilliance of finish—surpasses that of any other quick polish. *Bodysheen* is the quickest quick-polish of all.

*Simoniz* research and long experience have combined modern scientific discoveries in a new way to produce a quick polish that cannot harm your car's finish. With *Bodysheen* there is no difficulty in re-spraying or re-touching the original finish. *Bodysheen* will not produce an 'oily rainbow' appearance even after repeated applications. *Bodysheen* is the best and most protective quick polish yet available and it is backed by the *Simoniz* reputation. ASK YOUR GARAGE FOR BODYSHEEN.

Well—it's up to you now. You are now in possession of the true facts. You know the advantages of both methods. It is your privilege to choose which you prefer. The finest and longest-lasting car polish in the world or the quickest and most protective of the new quick cleaner-polishes on sale today. *Simoniz* offer you both. Both perfect in their own way. And when you make your choice it is worth bearing in mind that your car is very valuable property!

#### THERE'S A 'SIMONIZ' CAR-PROTECTION PRODUCT TO DO EVERY JOB BETTER

Simoniz	5/-
Simoniz Bodyglaze	5/-
Simoniz Paste Kleener	5/-
Simoniz Liquid Kleener	5/-
Bodysheen—quickest cleaner-polish	5/-
Simoniz Chrome Cleaner	2/6
Simoniz White Side Cleaner (for white wall tyres)	5/-

Motorists Wise Simoniz!

## Simoniz (England) Limited



*always after  
dirty jobs*



You can rely on D.P. (Dirty Paws) to cleanse the hands fast after any kind of dirty job. In a flash it removes grease and ingrained grime leaving the hands scrupulously clean and the skin supple. D.P. is smooth bland jelly, very pleasant to use, and also very economical because a little goes a long way. Non-gritty, and antiseptic, and safe to use even when the skin is broken.



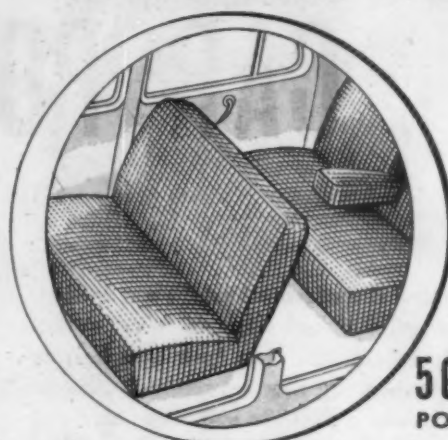
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As the first pipeful casts its bewitching spell you'll agree with Sir James Barrie who said in 'My Lady Nicotine' that Craven "is a tobacco to live for". Every Craven man knows how right he was.

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Obtainable in three mellow, slow burning, richly satisfying blends Craven Mixture 4/7 oz. Craven Empire de luxe Mixture 4/3 oz. Craven Empire Curly Cut 4/4 oz.

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Cromard liners, which last at least 100,000 miles, for worn cylinder bores.



Bearings re-metalled and bored to suit re-ground crankshafts.  
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Crankshafts re-ground to standard undersizes or built up with hard chrome or metal spray.

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Valve inserts fitted to worn valve seatings. Special valves made for replacements.



Complete engine overhauls incorporating the above items, B.H.P. tests carried out for optimum power output.

Special alloy cylinder heads for M.G. cars and special head conversion for Ford Consul cars, giving greater power and speed with better acceleration.



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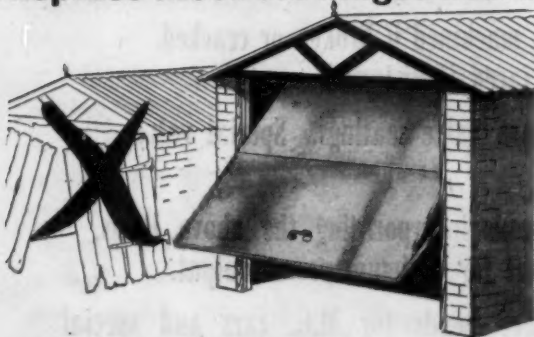
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B.Sc., A.M.I.Mech.E.

ASSISTANT EDITOR

MICHAEL BROWN

EDITORIAL DIRECTOR

ARTHUR B. BOURNE

Editorial, Advertising and  
Publishing Offices:

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COVENTRY

8-10, Corporation Street.  
Telephone: Coventry 5210.

BIRMINGHAM, 2

King Edward House, New Street.  
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In This Issue

When in Rome ..	488
Disconnected Jottings ..	491
Rover Industrial Gas Turbine ..	492
News and Views ..	493
Castle Combe Racing ..	495
Weekend Sport ..	496
"Which Time Adorns" ..	497
Three of a Kind ..	499
Beginner's Luck ..	501
Plastics and Sports Cars ..	505
Conducting Tour ..	509
Correspondence ..	513
Twelve-seater Conversions ..	516
The Sport ..	517
Club News ..	519
In Brief ..	520

# The Autocar

FOUNDED 1895

No. 3045

Friday, 9 April 1954

Vol. 100

## Towards Success

THE latest two developments in the gas turbine world cannot help but heighten expectancy. The British Rover Company has introduced a portable industrial unit which develops as little as 60 b.h.p., and the American Chrysler Corporation a car turbine layout which incorporates a heat exchanger.

Two major successes are here implied. The 60 b.h.p. output of the Rover unit seems to have overcome the profligacy of power which has been an embarrassment to turbine engineers. This arose from the difficulty of scaling down component dimensions without introducing disproportionate inefficiencies. Chrysler's stated fuel consumption—18 to 24 m.p.g.—and the physical size of the engine—32 by 33 by 28 in high—suggest that the heat exchanger problem has been overcome; it remains only to see how long the exchanger stands up to its gruelling task. The two firms seem, therefore, to have taken two giant and independent steps forward, and the imagination is stimulated by the prospects which can be envisaged by a combination of the virtues of the two designs. There is, however, a sharp divergence of principle. The Chrysler has the typical free power turbine that possesses such outstanding advantages for road use; the Rover industrial unit takes all its power from the compressor shaft and thus proclaims that its purpose is not to power vehicles, the torque characteristics of the very high-revving compressor shaft being unsuitable for road use.

The British company is known to be continuing its development of a free power turbine layout for vehicle use and it deserves every encouragement. That Rover's should have received far more help, particularly financial, has been self-evident; pure research is costly, particularly in the gas turbine field, as the aircraft industry has shown.

## Bitter Prospect?

THE era is long past when to be first with an invention was to score a great and permanent success, either commercially or in the realm of prestige. Memories are vague as to origins, and are made even vaguer by spurious claims to invention such as have emanated from the Soviet Union in recent years. Who remembers, for instance, that the fluid coupling was originally British? In 20 years Rovers will be lucky to receive the credit they will always deserve for having pioneered the road gas turbine.

On page 965 of *The Autocar*, August 8, 1952, we said:

The successful development of the turbocar would put this country back on top of all challengers, on every count that matters, and make the product the most sought-after of the world's automobiles. Let there be no doubt about this. Ease of control and progress are the big selling points for cars when other things are equal, and the virtual elimination of clutch and gear box inherent in the turbocar is most important, as the Americans have found with their hydraulic transmissions. Although costing extra, these unwieldy and vastly complicated devices have sold like hot cakes in the United States.

Therein lies the clue to success in this modern age. The triumph of the pioneer is speedily lost in the greater triumph of those who turn his efforts into commercial success. Marconi set the great example with radio. America has followed suit with automatic transmissions, and to read between the lines of the Chrysler announcements concerning the gas turbine is to feel that she is about to repeat her triumph by successfully applying this revolutionary source of power to cars. If she does the defeat will gain in bitterness by the contrast with the air, where Britain backed up the magnificent work of her aircraft constructors with a far-sighted ownership policy of which B.O.A.C. was the instrument. She has thus established a clear lead in the turbine and jet commercial skies, which is paying millions in hard cash and adding daily to national prestige.

There might, with a superhuman effort, be a chance that Britain could still produce the first commercially successful car turbine, but the sands of time must be running out. If the last grain falls and America strides into the lead, hard words will, however undeservedly, be said about the British motor industry.





Unmistakably British, the Triumph Renown has a pleasant, dignified appearance. The excellent visibility from the driving seat is of great assistance in heavy traffic.

By

CHARLES  
HAYWOOD

## WHEN

**I**N the depths of the rain forests of Southern Nigeria the native fishermen build their houses on stilts at the water's edge. In New York lack of space has for many years prohibited buildings which cover a large ground area and the Americans, too, reach for the skies; Switzerland's physical conditions lead to the delightful little timber houses, while in the back streets of Suez the people exist in contraptions made of flattened-out petrol tins—"flimsies," as they used to be called.

In the same way different nationalities have their distinctive clothing, food and cars. The Italians, who for countless years have produced masterpieces of art and literature, have, in spite of their rather carefree Mediterranean outlook, given the world some very fine engineers and coachbuilders; the *autostrade*, the coast roads from Naples to the north on the west coast, and the wonderful stretches on the other side, along the Adriatic, from Ravenna and Rimini through Ancona and Pescara to the south. It is roads such as these which have allowed the Italian designers and craftsmen to produce cars which can take advantage of the natural terrain. Mile after mile of well-surfaced tarmac allows the, by nature, excitable Italian driver to keep his right foot "screwed to the floorboard," and he demands a car which will stand up to this sort of treatment. Up through the centre of the country, the series of hills and mountain passes all call for performance and the ability to take punishment as Giuseppe hurls his Fiat or Lancia up and over the Futa Pass or some similar obstacle.

### Means to an End

And so it is for such geographical conditions and such drivers that the Alfa Romeo 1900 series, the Lancia Aurelia and the Ferraris have been developed. Even the little Fiat Topolinos are driven with a *joie de vivre* that is matched only by the French. The engineering skill of these peoples has come out in the chassis and the natural artistic feelings of the inhabitants, who had amongst their forefathers Michaelangelo and Dante, are shown by the products of Pinin Farina and Ghia of Turin. And unlike some designers in other countries, the Italian does not forsake the practical for the artistic in detail. A Ferrari or Fiat 8V, with futuristic space ship ideas embodied in the coachwork, will not have a horrible chromium and plastic steering wheel with bent wire spokes, but a thing of beautiful functional simplicity with three or four flat spokes of unpainted metal and a thin wooden rim. The gear lever does not wobble about on the steering column but projects from the floor in a businesslike manner. The seat cushions are

### HOW MUCH DO NATIONAL CHARA



The solid, well-balanced lines of the integral construction Type 180 Mercedes-Benz typify the demands of the discerning German motorist.

shaped to give support to the driver and passengers, and at whatever speed the car is being driven the crew does not slide about.

The smaller, more sedate, family saloons are also designed in a manner that enables them to be driven over the Appenines or along the Via Appia in the usual Italian fashion without having to pause for breath. Italian ideas of styling have made themselves felt in other lands where the local conditions have hitherto demanded something entirely different.

One of the first examples of transatlantic coachwork to show evidence of Italian ideas was the Studebaker Champion. This model and others built on the same lines at once became notable because of the simple and neat frontal treatment, which came as a great change from the "dollar yawn" effect that had become customary. The wing treatment, exposed wheels and general lack of flamboyancy all added together to produce an American car which was as different from its predecessors as it was refreshing. But still, today, the Studebaker is quite different from its fellows. The majority of American-built cars are, like the country of their origin, large, colourful

and efficient. The great distances involved in travel from one city to another—during which the time changes in different states and extremes of weather are experienced—and the conditions as a whole, call for large, comfortable and fast cars. The petrol on which their life depends is found in more than sufficient quantity and so can be sold at a price which makes every British motorist green with envy. This being so, the small-engined car is not, compared with the number of cars on the roads, in very great demand, except as a second or third car in a motoring family. For the same reason the American motorist does not have to consider the economies of a diesel engine.

It is not uncommon for the daily journey to and from the place of business to be in the region of 100 miles or perhaps more—another reason for the large car, whose big engine will enable the distance to be covered quickly and without fatigue of driver or car. One of the reputed natural tendencies of these friendly people, when in the

driving seat, is to ignore the gear change lever and, again, this is where the excess power available comes in useful.

But to comment on the suspension of the average American car is difficult, as it reminds one of the chicken and the egg. Was the springing made soft in the first instance because the man from Florida or Indiana did not wish to corner fast or was it designed that way so that he *couldn't*, even if he were a budding Mauri Rose or Vukovich? What does seem a likely explanation is that most American states have enforced speed limits outside city boundaries as well as through built-up areas, and also the long stretches of open highway mean that time lost in slowing up for a corner can be easily regained later on. The American motorist who appreciates roadholding in the European manner owns a Jaguar, Austin-Healey or some equally well-bred Italian product.

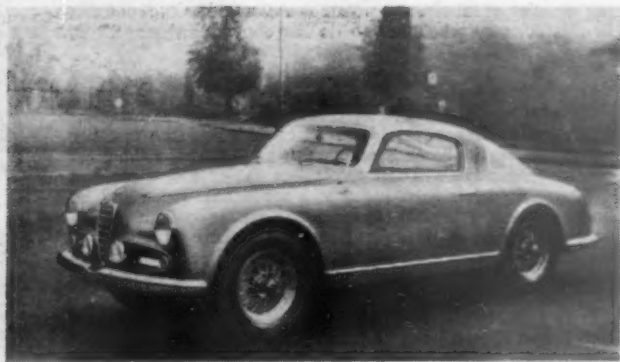
### Connoisseurs

The same consideration is applied by our allies to other British-made goods: clothing, fine leather, whisky and antiques. Those who *know* will have these things. But the general make-up and the country itself demand the type of car that has become typically American. It is usually painted in some pastel shade, the rear wheels are almost hidden by a fairing, there is a great distance between the windscreen and the steering wheel and, because the owner likes company, the seats are very wide and really do seat three in comfort. They are not conservative in styling, and it is a knowledgeable student of automobile design who can recognize every American make today without first studying the usually pseudo-heraldic badge.

From one nation which likes whitewall tyres, and rear lamps the size of railway signals, to another, such as the British, which suffers any change in its cars with a great deal of criticism is but a few hours or days across the Atlantic according to your means of travel. If an English car manufacturer changes the shape of the radiator or puts the gear lever on the right of the driving seat instead of on the steering column one would think something had taken place that would alter the course of history. From the motoring point of view the British public is becoming frustrated. Those who do not have cars wish they had, and those who have find it difficult to keep them running because of the crippling taxation. The abject failure of successive Governments—who, it must be admitted, were not helped by two major wars—to give the country a proper trunk road system, and the resulting congestion together with the tax on petrol, have made the British motorist on the average a small car owner. For him no *autobahn* or well-graded mountain passes. The physical size of his country controls everything

## I N R O M E

### CTERISTICS SHOW UP IN CARS ?



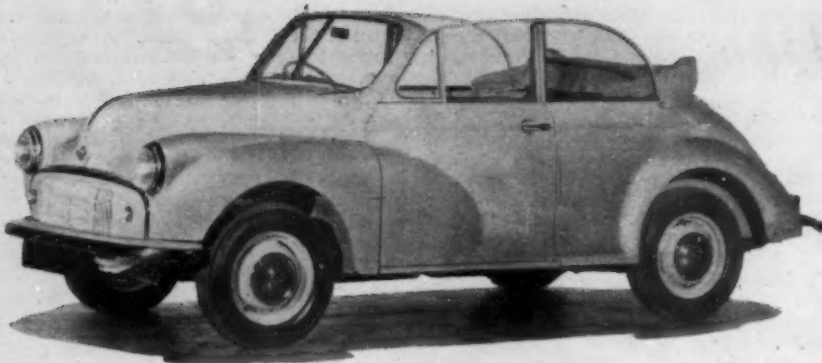
Above: Coming from a country where performance is regarded almost as a necessity by a big proportion of the motoring public, this 1900C Alfa Romeo is typical of present-day Italian design.



Right: This Nash Ambassador, with its six-cylinder o.h.v. engine, conjures up visions of Pacific sunshine. Styled by Pinin Farina, the appearance is sedate compared with other examples of American bodywork.

## WHEN IN ROME . . . continued

With a well-earned reputation for roadholding and a performance above average for its size, the Morris Minor is a firm favourite amongst those who require a small car.



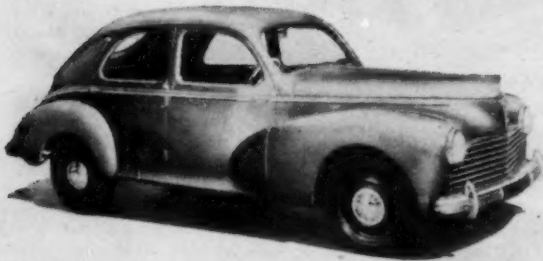
and leads to the nose to tail streams on the popular coast routes at holiday times. All factors call for a small, economical car. In a great number of instances the choice of car for the average English family is governed by the size of garage available. The motorist who is unfortunate enough not to have the use of a garage (a not uncommon happening these days) is not, however, troubled by this problem!

Anything new is thoroughly inspected and discussed by the British motoring public. The fact that the Snooks Ten has a new radiator cowlings causes arguments from the other side of the Tamar to John o' Groats, and it is noticeable that the great names in the industry are recognizable by everyone who has the slightest interest in cars. The road conditions, with their bends and corners, demand firm but comfortable suspension and steering with a minimum of turns from lock to lock. It can be said in favour of the roads that the average surface is probably better than that elsewhere in the world and so what would appear firm suspension in other countries does very well for us here, though the influence of export needs has revolutionized British car suspension in the years since the war, and also helped to bring lower-gear steering.

### Deceiver

In these two features we still differ from the Americans, but in recent years we have adopted in many instances the steering-column gear change and the bench front seat, which at times lets the advertiser down with a bang and just does not seat three in comfort at all.

Some coachwork changes take place almost without notice. There are now very few, if any, open four-seaters except to special order. The convertible or drop-head coupé has taken its place and the British climate can be said to be the cause. Again, the once popular sliding roof is now the exception. It can be obtained at extra cost or a special conversion can be carried out. Here again, the uncertainty of good weather at set periods has played its part in the design of the nation's cars. I am puzzled by the disappearance of the rear window blind, nowadays an excep-



The Peugeot 203 saloon is an example of what pleases the Frenchman. It is lively, economical and is equally at home on the *Routes Nationales* or in Paris traffic.

tion rather than the rule. There appears to be no practical or meteorological reason for the dropping of this useful fitting; only an economic explanation suggests itself, involving, one imagines, about 6½d.

Nations do exchange ideas on automobile design; it could be said that the one-piece seat and steering column gear lever have been exchanged for the rear external mounting for the spare wheel and the wire-spoked wheels lately adopted by a few U.S. cars. Admittedly, the spokes are sometimes dummies attached to the normal wheel. Underneath the paint and panelling of the fine products from the Midlands, Crewe and Home Counties are signs that the designer does sometimes think of the owner; the decreasing number of lubricating points is a blessing to the motorist in this country who likes to do his own maintenance.

### He Deserves It!

Slowly but surely the British motorist gets the car he wants, to accommodate his requirements and the peculiar motoring conditions of Britain. But he is perhaps the most conservative. He will grumble about the cost of a car, but if a new model is introduced at a reasonable price and he finds that it has not the equipment to which he is accustomed, he is upset and looks elsewhere or spends a large sum of money in adding what he thinks are necessities. But put something completely unorthodox in front of him and he shies like a frightened horse.

The Frenchman, like the Italian, likes his cars fast and stable, and the majority of cars made in France today have a racing or competition background. The bigger Citroëns are faster round corners than most other makes designed for a similar purpose—general and family use—and the Gallic mentality demands this type of car. Their small brother, the 2 c.v., will ride the *pavé* and rough tracks as though it were on a well-paved boulevard. These two examples do, indeed, show that the Frenchmen is not afraid of a new design if it is a good one. The weather does not have such a marked effect on the trend of design as it has in the U.S.A. or Canada, for example, where heating and air conditioning have to be thorough in operation.

The long straight roads of France and the Alpine passes are akin to Italian conditions, and firm suspension is demanded, plus an ability to maintain engine speed through the mountains in addition to fast cruising on the flat. The Simca Aronde is perhaps a good typical example of French personality, solid and yet lively. In Germany, also, the cars are like the people, well built, with no unnecessary detail and not flashy. The *autobahnen* call for high top gears, and one example is certainly well equipped, the Volkswagen engine having an easy life in this ratio; the severe winters demand efficient heating systems which the designers have evolved.

Sweden, Czechoslovakia, Spain, the Argentine, Russia and Japan all have their automobile industries; most do their own designing and produce cars to suit their own particular demands and conditions. But they still import cars made in other countries. Others, like the Russians, take a good design from another country and try to copy it. Is this a national Russian characteristic?



# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Diversions

CONTEMPORARILY, I stand for consistency in diversion signs, having got myself into a mess in Worcester recently. The A.A. does a quite good job of diversion signposting, but it will insist on lettering its boards with the names of towns rather than using the route numbers, which I like and use for preference. I was heading from the south for Kidderminster, the route number being A38 and then A449 after Worcester itself. On that line one can normally pass through the old city without the slightest difficulty, pause-



Diverted.

ing for a moment to admire the cathedral, but on the occasion about which I am grumbling traffic was diverted to the right before the town really began, and I was left to choose between "Birmingham" and "Wolverhampton" in order to get to Kidderminster. Even those two names disappeared at one juncture, and I found myself in a residential suburb, having gone under a railway arch. In the end I stopped and asked a policeman for Kidderminster, and he told me what I should have known—that one went through there to get to Wolverhampton. But if the A.A. had lettered its sign A38 and A449 I should have been quite happy; but I suppose other motorists would not.

## Darracq

"DEAR Mr. Scribe," writes my old friend W. F. Bradley from Paris, "who is this Viene de Darracq who was responsible for founding the Alfa Romeo company?" And thus a mistranslation from the Italian is brought to light in my recent paragraph. Bradley goes on to recall his personal memories of Alexandre Darracq, who was the Darracq in question. "For thirty years," he says, "we watched him produce tricycles, cars, steam buses, Grand Prix racers and record breakers. We admired his ability to make money, his skill as a Stock Exchange manipulator and wondered that he should be so indifferent to cars that he never learned to drive them. He produced aeroplane engines,

but he kept a safe distance between himself and aeroplanes. He roundly berated his drivers when they failed to win and he scoffed at the idea that a racing car should require brakes. 'My cars are made to go and not to stop,' he declared categorically, to which drivers Hémery and Wagner replied by a single word not yet accepted by the Académie.

"His tall, thin, slightly stooping figure was known throughout Paris. Under the bowler hat there was a sawn face and dark drooping moustache. His speech was abrupt, *cassant*. When he had set his mind on a course he usually reached its end.

"At Suresnes there is a Rue Alexandre Darracq, *bienfaiteur de la ville*. He undoubtedly brought wealth to this industrial centre. From time to time we walk through the factory he erected and enter the mahogany panelled office from which he sent forth his decrees. The works remain, but the name Darracq which he spread over the face of the globe is now practically unknown in the land of its origin."

## More Noise

HOPING that the service manager will not read this one, I now relate the story of my latest noise. This was a slight clonk from the neighbourhood of the back axle when I accelerated with any vigour. I listened; my passenger listened, and we agreed as to location. I stripped the car of everything that looked or felt as if it might rattle and drove round with the noise still there. After a day or two it seemed advisable to do something about it, so the service station was approached, took a ride round and agreed that it sounded like something loose somewhere; a brake back-plate, perhaps; a keyway, a spline...

The propeller-shaft came down and



Something loose.

was voted O.K. and the mud and grease at all vital points were examined to see if there was any trace of movement. None. The car came back to me, still with the clonk. A colleague with some knowledge of these things drove it around for ten minutes after lunch one day and also agreed that the noise was peculiar. That week-end I

had another good look round the car, and in doing so picked up the coiled tow-rope and shifted it to another part of the luggage locker. The loose end fell with a slight clonk on the floor of the luggage locker. In stripping the car I hadn't thought that the tow-rope could have the slightest effect and had left that in place, but this was almost exactly the noise, I felt. But why on acceleration?

The floor of the locker falls away slightly towards the rear, and the loose end of the tow-rope lay fore and aft, so that it was conceivable that as the car accelerated the end would lift ever so slightly before falling back to ground. Anyway, I tucked the end of the tow-rope in and have not heard the noise since, so it may have been the answer. But if so, what will the service manager say?



Overseas.

## Spares

THE service manager of one of our big factories has been talking to me about spares costs overseas, having been rather hurt at the recent paragraph on the subject. He puts up a strong case for spares costing more overseas than direct from the factory (the actual figures mentioned were £15 4s and £10 0s 4d), which we all recognize, and questions whether the latter price was the landed cost of a part purchased retail in Great Britain, or the landed cost to a distributor. It was, in fact, the former, and that is why I am still not wholly convinced by his explanations, for the difference in cost is more than 50 per cent, which seems an excessive premium to have to pay for even a good spares organization abroad and a large stock.

## Economy

THAT hotted-up Prefect which I tried the other night (April 2) has had its compression ratio raised and suchlike in the interests of economy and not of performance. It has hand ignition control. The result is 40 m.p.g. on Esso Extra, which I think is not bad at all, for the performance is, in fact, awe-inspiring.

# NEW ROVER TURBINE

Direct Descendant of the Gas Turbine Car's Power

Unit in Production for Industrial Purposes

**I**NDUSTRIAL gas turbines are not normally dealt with in *The Autocar* but an exception must be made of the 60 b.h.p. portable gas turbine which Rover Gas Turbines, Ltd. will exhibit at the Castle Bromwich section of the British Industries Fair, for the very good reason that this is a direct descendant of the turbine which powered JET 1, the world's first gas turbine car.

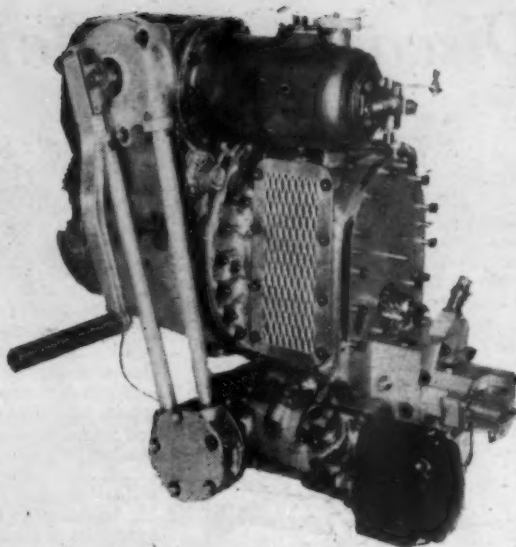
Since the 250 h.p. turbine so startlingly made its debut in 1950, research and development have steadily progressed following the decision of the Rover company to concentrate on producing two smaller units, both to have as many common parts as appeared practicable. One of these is the 60 b.h.p. single-shaft turbine without heat exchanger, of which details are now released, whilst the other is to be a two-shaft unit with heat exchanger, suitable for the propulsion of vehicles and boats. It will be recalled that the original 250 h.p. turbine is of two-shaft type, one turbine disc driving the compressor. The exhaust gases from this turbine then pass to a second turbine disc, and the power developed in this is transmitted through reduction gearing to the propeller shaft of the car. In this small industrial engine there is only the one turbine, which drives the compressor and which also delivers power through a reduction take-off.

## Dimensions

The advantages of this power plant are its light weight and compactness, for the bare engine weighs only 116 lb and its overall dimensions are: height 23½ in, width 18½ in and length 19 in. Its power-weight ratio is, therefore, 1.93 lb per b.h.p. and its specific fuel consumption 1.46 lb per b.h.p. per hour, or about 8½ gallons per hour. This relatively high consumption is, however, offset by the light weight and small size of the unit, because a diesel engine of the same power might be as much as ten times the weight and size, and requires constant attention to cooling, lubrication and fuel. The gas turbine uses no water, little lubricating oil, and can run on paraffin, petrol or gaseous fuel such as natural gas, coal gas, sewage gas or blast furnace gas.

A single-stage single-sided 17-vane centrifugal compressor is used, and the light alloy impeller with its steel rotating guide vanes is shrunk on to the case-hardened steel shaft. The integrally bladed turbine disc with 31 blades is of Nimonic 90 and is secured by a Nimonic 80 rotor bolt. At the forward end of the shaft are the inner race of the angular contact location bearing, and the high-speed pinion. Towards the rear of the shaft is the track upon which run the rollers of the turbine bearing, the detachable outer race being a part of the bearing sealing system. The outer race of the

Chain-driven hand starting mechanism also generates current for the ignition plug, supplying the initial combustion for the new Rover industrial gas turbine.



location bearing seats in the compressor housing.

At the forward end the housing is closed by a plate which carries the fuel control unit and the oil pump with its suction filter. Both these units are driven by a train of gears that mesh with the high-speed pinion. The intermediate wheel of this train has an integral shaft which protrudes through the plate and carries the output drive pinion. Also attached to the plate is the full-flow Purolator filter, whilst the base of the housing forms the wet sump of the lubrication system and contains 5½ pints of oil. Breather pipe and filler cap are located on top of the housing. Air intakes on each side carry wire mesh gauzes.

Of stainless steel, the main casing is bolted to the rear of the compressor housing. This contains the complete ductwork, including the air duct from the compressor and the volute leading to the turbine, part of which is formed by the Nimonic 75 heat shield, also the alloy bearing housing support plate, the oil drain assembly and the diffuser which is located between the compressor housing and the support plate by a ring of bolts.

Above the housing is the single Lucas high heat release combustion chamber, complete with its back-spill burner and igniter plug. Protected by the heat shield is the turbine bearing sealing system, bolted to the rear of the support plate, which in turn is attached to the compressor housing by the ring of bolts that locate the diffuser.

Hand-starting mechanism is attached to a bracket on the main casing and con-

sists of a chain drive coupled to a gear drive which meshes with the oil pump drive wheel. The starting mechanism also drives a spark generator that supplies current to the igniter plug. The fuel control unit comprises the Plessey dual fuel pump and Lucas combined governor and temperature control. This unit controls the engine automatically apart from a fuel tap used to stop the engine.

The unit operates at a constant speed of 46,000 r.p.m. and the power take-off at 3,000 or 4,500 r.p.m., or alternatively at speeds most suitable for specific purposes. The air mass flow is 135 lb per second and the compression ratio 2.9 to 1. The overall thermal efficiency at 50 deg F is 9.5 per cent.

## Varied Applications

This new Rover unit, known as the 1S-60, has many applications, including its use as an auxiliary power plant for large aircraft. It has also been produced as a portable pumping unit, in which form it weighs 215 lb and can deliver 500 gallons a minute at 100 lb per square inch pressure.

Interesting as this gas turbine development is, the Rover company emphasizes that its introduction does not mean that production of a Rover gas turbine car is imminent. It does, however, represent the progress that has been made in the period that has elapsed since the gas turbine car showed the possibilities of this latest form of prime mover for vehicle propulsion.

## TUNING ENGINES FOR COMPETITION

*Design and Tuning of Competition Engines*, by Philip H. Smith, A.M.I.Mech.E. Published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2, price 35s.

This comprehensive volume should be welcomed by many enthusiasts, and forms an excellent guide on an interesting subject. It is divided into two parts, the first dealing with the design of high-efficiency engines, the second with tuning and modifying for performance. In the first part the author covers all the various aspects of the problems which confront the designer, in a creditably concise and easily intelligible way, and then proceeds to deal

with several specific engines. Similarly, in the second part, the subject of tuning is dealt with in a general way before reference is made to the concise *modus operandi* for each power unit.

The book is illustrated with many well-reproduced photographs in addition to a host of drawings and sketches. If a criticism must be made, it would apply to the appendices and index, which tend to fall between the concise and the comprehensive in a manner which could be considered invidious; but on the whole this is a good and valuable work of reference.



**Spacious... Powerful... Economical**



How brilliantly these two Vauxhalls meet the needs of motorists today. Velox and Wyvern alike are roomy, powerful, easily manoeuvrable cars, a pleasure to drive and completely comfortable for five or even six passengers to ride in.

They are handsome and beautifully finished, yet at the same time surprisingly economical both in first cost and in petrol consumption. Higher compression "square" engines boost power, run longer without overhaul, and reduce

petrol consumption. Expert and inexpensive maintenance is assured by Vauxhall Square Deal Service, operated by dealers in every part of the country with factory trained mechanics, low-cost, genuine parts and standard repair times.

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#### THE 6-CYLINDER VELOX

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\* From R.A.C. observed petrol consumption tests.



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**IT'S HERE**—an additive that improves even BP Super's lively performance! It is called BP 08.

Before BP 08 was introduced into BP Super over here, it was proved a success by the motoring public under some of the most exacting and varied road conditions in Europe. BP Super plus BP 08 really does maintain peak power per piston whatever the make and year of your car.

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BP Super, which already banishes pinking and pre-ignition, now with BP 08 maintains full compression. It does this by keeping valves, plugs and piston rings cleaner.

Use BP Super with BP 08 for more miles per gallon, longer periods between de-cokes, greater mileage before re-boring, as well as for quicker starting, better acceleration and smoother running.

**CHANGE UP TO BP SUPER!**



THE BP SHIELD IS THE TRADE-MARK OF ANGLO-IRANIAN OIL COMPANY, LIMITED

# NEWS and VIEWS

## Opportunity for the Right Man

TO a suitable applicant the opportunity exists of joining *The Autocar* editorial staff. Technical training or journalistic experience will be an advantage, but are not imperative. Even more important, in the first instance, are keenness, integrity, knowledge of and liking for cars, and willingness to work hard as a member of a team. Applicants should be at least 25 years of age. Applications (by letter only, handwritten), should be marked "Personal" and be addressed to the Editor, *The Autocar*. They should state age, education, training and previous experience, and give reasons for the applicant's belief that he could become a suitable member of this journal's staff.

## No-change Budget

AS was expected except by those incurable optimists who come up smiling at Budget-time, the Chancellor made his 1954 Budget a largely no-change affair and a completely no-change one for the motorist. Slight expectations of a fuel tax change were disappointed, Mr. Butler obviously not regarding this as a way out of the dilemma of rising fares on public transport services.

## Not for Cars

IT has been decided that the Kingsway tunnel, in London, which was used by trams until their recent abolition, will not be converted for use by normal traffic. In reply to a question in the House of Commons, Mr. Lennox-Boyd, the Minister of Transport, said that the technical committee, appointed to investigate the possibility of the tunnel being used for traffic, had reached the conclusion that the advantages of adaptation were not commensurate with the cost.

## Parking Lights

THE Minister of Transport is considering the issue of regulations to permit the use of parking lights in London streets to which a 30 m.p.h. speed limit applies. He said recently that he was aware of the shortage of parking space and that this was the reason for considering the introduction of new regulations, but he added that legislation for parking without lights was quite another matter.

If the Minister makes the use of parking lights legal a considerable reduction will be made in the difficulties facing many car owners who live in very congested areas. Modern cars usually show five lights when parked; two to the front, two to the rear, and one illuminating the number plate. The simple form of parking light uses only one bulb, and shows a white light to the front and a red light to the rear.

## American Merger

STOCKHOLDERS of the Hudson company have approved the recently proposed merger with the Nash-Kelvinator Corporation. The new firm will be called the American Motors Corporation.

The new Japanese Flying Feather minicar has a V-twin engine of 350 c.c. and a maximum speed of about 46 m.p.h.



## JAPANESE MINICAR

CARS manufactured in Japan are not, as a rule, very impressive although their design invariably bears inspection. The little car shown in the illustration, however, has a useful specification and a not unhandsome appearance that is rare in the minicar field. It is the Flying Feather, made by Suminose-Seisakusho, of Tokio, who also make bodies for the well-known Japanese Datsun car.

The little car has an overall length of 9ft 1in, width of 4ft 3in and similar height. The ground clearance is 11in and the weight is just under 8 cwt (390 kilograms). The power unit is mounted at the rear, driving the rear wheels, and is a V-twin of 350 c.c., with almost square

characteristics, the bore being 60 mm and the stroke 62 mm. With a compression ratio of 6 to 1 an output of 12.5 b.h.p. is obtained at 4,500 r.p.m. With two up, the Flying Feather achieves a maximum speed of about 46 m.p.h. and the average fuel consumption claimed is around 79 m.p.g. The two-door body has a folding hood and is independently suspended at the front by leaf springs, each of which has three leaves. Wire wheels and knock-off hubs have a nostalgic look to English eyes.

On the road the Flying Feather is claimed to ride well over rough surfaces and to suit the narrow road widths of the overcrowded islands of the Far East.

## INDICATOR CONTROVERSY IN SWEDEN

SWEDEN is not only a key export market but is also a very valuable testing ground for all makes of cars. Consequently, the merits and demerits of each make of car and type of accessory are quickly observed and compared.

Despite the rule of the road in Sweden being "keep left" as in the United Kingdom, almost every car, including most of the imported British ones, has left-hand drive, which makes hand signalling impossible. This makes direction indicators of the utmost importance, and as almost every imaginable type of indicator is to be found in Sweden, considerable controversy is to be heard as to the advantages and faults of each. Although there are some very elaborate varieties, including a complicated Swedish system of flashing blue and yellow lights above the middle of the car roof (this has now been abandoned by the Swedish manufacturers after just over one year's production), indicators are generally on the sides of cars and can be divided into two main types. The conventional type is on most British and German cars, while the flashing American type is found both on American cars and on export models from many countries.

### Winkers Lose Adherents

Although the conventional type has been known to fail to appear in very high winds and blizzards and has occasionally failed to return in cold weather, it generally has the confidence of Swedish drivers. The flashing type, which is less likely to fail under extreme conditions because it is simply an electrical device and not an electrical and mechanical one, has other drawbacks which tip majority support towards the conventional type. A

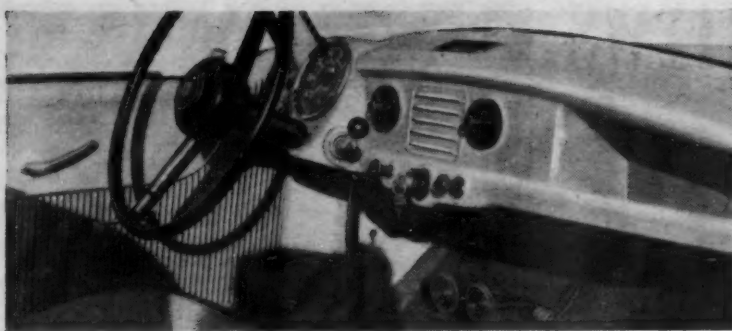
flashing light has the dangerous habit of becoming invisible in strong sunlight, while after dark it is likely to be confused with other lights in a city. It is believed that all too many accidents are now caused by drivers behind mistaking these flashing indicators for brake lights or traffic signals at critical moments, and this type is coming in for increasing criticism. In an attempt to eliminate this source of danger certain manufacturers are using double bulbs or a long strip of light, but in the opinion of the majority of Swedish motorists confusion may still occur.

Nationalföreningen för Trafiksäkerhetens Främjande, the Swedish equivalent of the Royal Society for the Prevention of Accidents, is well aware that far too many accidents are caused on Swedish roads by motorists mistaking signals and has launched an intensive campaign for careful driving.

No standardized indicator system seems likely to be forthcoming either by legislation or by general agreement among Swedish car importers, and this is hardly a matter in which the Swedish motorist can have any great influence, as the indicator system is a very small matter and is unlikely to be the deciding factor in the purchase of a car. Indeed, the number of types of indicators in Sweden may even increase instead of diminish, heightening confusion on the roads and the controversy in motoring circles.

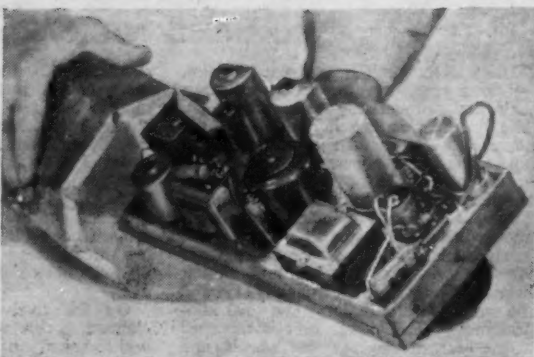
## D.K.W. Reductions

IN line with reductions made by other German manufacturers, prices of some D.K.W. models have been reduced, though that of the three-cylinder Sonderklasse is unchanged.



## NEWS and VIEWS... continued

A very small Pye radio has been developed for the new Nash Metropolitan. The set is mounted behind the fascia and is controlled by the two large knobs visible one on each side.



### Police Rally

AIMED primarily at reducing road accidents by trying to increase the interest that motorists take in their driving skill, is the Everyman's Rally organized in Staffordshire by the Walsall police in co-operation with local clubs. This year it will be held on Sunday, May 30, and will include a 50-mile course that should be completed in about two hours. The first event, in 1951, attracted 150 entries, and it was so well received that the entry for subsequent events increased to 350. This year, however, the entry has had to be limited to 250.

Entry forms can be obtained upon application to the Chief Constable, The Central Police Office, Walsall.

### Danger at the Cross-roads?

A CASE with extraordinary implications for fast motorists was reported in the *Reading Mercury* last week and is quoted below directly from that journal. Motorists will note with relief that the magistrates were in no doubt of their mind on the matter, but will also ask what significance the police give the halt sign if such a case can be brought. They will bear in mind, also, that the policeman on the spot is not the one who decides whether or not a charge is to be brought.

#### CASE DISMISSED

After hearing evidence in a case of alleged dangerous driving against Derek Messervy, of Wiltshire Farm, Wiltshire Road, Wokingham, the magistrates adjourned the case and visited the scene of the alleged offence—Avery's cross-roads, Finchampstead Road, Wokingham. On their return the chairman said: "We have now seen the cross roads in question and we are clearly agreed that we cannot understand why this case was brought. In our opinion there is no possible element of danger in approaching these cross-roads from this direction at the speed mentioned in evidence. Whether it is that the police who were stationed at that point are not in the habit of seeing cars driven at

fast speeds, or whether it seemed to flash by them, I do not know. You can see the cross-roads well, much more than 75 yards before you get there, and in all the circumstances we are unanimous in dismissing this charge."

Mr. E. W. Berry prosecuted, and Messervy was represented by Mr. J. E. Parkes.

P. C. F. W. Thorn said he was an observer in a police patrol car stationary at the cross-roads. He saw defendant drive over them at an estimated speed of 55 to 60 m.p.h. The police followed and although they were travelling at speeds up to 75 miles per hour it was two and a half miles before they regained contact. When they did so Messervy was following a heavy lorry and going very slowly.

Defending, Mr. Parkes submitted that as the two minor roads were controlled by "Halt" signs it was not reasonable for Messervy to think that other vehicles would enter the road in front of him. The main road was virtually "sealed off."

Messervy appeared in court in the uniform of a cadet of the Royal Military Academy, Sandhurst.

### Popular Hub Caps

CHROMIUM plated hub caps are being manufactured for the Ford Popular, as an alternative to the painted type fitted as standard, by Richard E. V. Gomm, 63, Ford Street, Hockley, Birmingham, 18. They cost £1 5s for a set of four. In *The Autocar* of April 2 it was incorrectly stated that these hub caps were intended for the new Ford Anglia.

### Volkswagen Production

DURING the period from 1945 until March, 1954, Volkswagen production reached the total of 633,674 vehicles. Production for last February was 18,746 vehicles, of which 7,040 were exported. Car production during the month accounted for 15,245 of the total, of which 5,280 were exported. New markets are continuing to be opened up. They include Mexico, New Guinea, New Zealand, the Solomon Islands, Tahiti and West Samoa.

### Lincolnshire Tulips

A LEAFLET has been published by the A.A. for members who wish to see the best of the Lincolnshire tulip fields in a one-day tour or even in a matter of hours. Members may obtain copies of the leaflet without charge from any office of the Association.

### Royal Purchase

UNTIL recently it has been generally, but not officially, understood that His Royal Highness the Duke of Edinburgh was going to buy a Lagonda drop-head coupé. It is now known that the Duke has given his order for this car to H.W. Motors, Ltd., of Walton-on-Thames, Surrey. H.W. Motors are particularly well known for their racing activities with H.W.M. cars.

### A.30 Geared Up

A CHANGE is being made by the Austin company in the rear axle ratio of the A.30 Seven, which will give an overall top gear ratio of 4.75 to 1 instead of 5.125 to 1. This should prove to be a useful change for the car in its previous form could climb remarkably steep hills on top gear which necessarily means high engine r.p.m. at cruising speeds on the level. The change should provide some improvement in m.p.g., particularly in fairly flat country.

### Swedes Study British Traffic

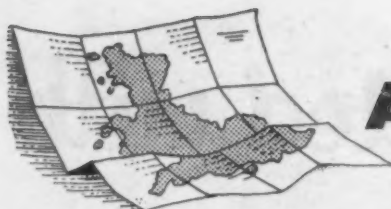
A PARTY of Swedes has recently been in Great Britain studying traffic problems and the methods adopted to deal with them. The Swedes have been guests of the R.A.C., which arranged the visit at the request of the Royal Swedish Automobile Club. The party consisted of a taxi driver, a bus driver, a lorry driver, a driving instructor and a police inspector. Their programme included visits to the police driving school at Hendon (whose methods were described in an article in *The Autocar* of April 2), the training centre of the Royal Society for the Prevention of Accidents, the London Transport training school, and so on.

### New Panhard

THE Panhard company has just added a low-pressure supercharged model to its Junior series. The 850 c.c. air-cooled flat twin engine has a Roots-type blower placed behind and above the cylinders, driven at engine speed by a belt from the crankshaft; this belt also encircles the dynamo pulley and is equipped with a spring-loaded tensioning pulley. The supercharger has the Solex carburettor mounted above it and constitutes a unit with its enclosed drive shaft, attached at front and rear.

With this fitment the compression ratio has been lowered from 7.2 to 6.2 to 1, and the boost obtained is between 2.84 and 4.27 lb per sq in. The power output is stated to be 55 b.h.p. at 5,200 r.p.m. Changes have been made in the final drive ratio, with the result, it is stated, of a maximum speed of 89 m.p.h. Recently, on Monthéry track, an opportunity was provided for testing this new model, with a two-seater convertible body, when it lapped continuously at between 86 and 87 m.p.h. This was the more creditable because a strong wind was blowing at the time.





# All over the country it's a Daimler CONQUEST



**£1066** (plus £445.5.10 purchase tax) **and all this**

**A**LL over the country proud owners of the Daimler 'Conquest' are congratulating themselves on the wisest choice they ever made. Very shrewdly, and for a medium price, they have picked themselves the finest combination of motoring qualities on the market today. *Here is what the 'Conquest' has to offer:*

**Performance.** Top speed over 80, cruising 70; acceleration through the gears 0-30 in 5 secs., 0-60 in 20.4 secs., 10-30 in top 9.7 secs., Petrol 26.5 m.p.g. at 30 m.p.h., 21 m.p.g. at 60 m.p.h. ('Motor' and 'Autocar' road test reports).

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**Fine Quality Fittings and Finish.** High

quality real leather upholstery; deep pile carpets; polished walnut dash and woodwork; built-in heater and ventilating system; chrome-plated framing to windows.

**Comfort and Luxury.** Armchair comfort in deeply cushioned seating with adjustable armrests; unobstructed flat floor and ample leg room front and rear; front hinged wide doors for easy entrance; pivoting ventilating windows front and rear; large luggage boot 4' x 3' and separate spare wheel compartment; lockable glove box and 5 cubby holes for parcels in dashboard and doors. Wide range of beautiful colour combinations.

**Long Life and Easy Maintenance.** Precision engineering and rigid standards of manufacture and inspection ensure characteristic Daimler feature of long life. The mechanical perfection of fluid transmission and epicyclic gear box plus full

automatic chassis lubrication achieve the ultimate in owner convenience and ease of maintenance.

Only by seeing and driving the Daimler 'Conquest' can you appreciate the reasons for its recognised success.

Write to Bureau 2, The Daimler Co. Ltd., Coventry, for the name of your nearest distributor and make arrangements to try this magnificent car as soon as possible.

**Also the new Conquest 'Century' Saloon.** Special series 100 b.h.p. engine, twin carburettors, 90 m.p.h., even quicker acceleration, bigger brakes, telescopic adjustable steering, improved seating and more leg room in rear, together with many other extras, including two suitcases specially designed to fit large luggage boot. These are included without extra charge in the basic price of £1172 plus £489.9.2 p/t.

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In the centre is S. G. Greene's 2-litre Maserati, driven by Roy Salvadori, seen at the start of the unlimited capacity sports car race which it won after an exciting struggle with J. Stewart's Jaguar (right).

## Combe Curtain Raiser

BRISTOL M.C. AND L.C.C. INITIAL MEETING PROVIDES FEW SURPRISES

ALTHOUGH last Saturday dawned wet and miserable for much of the South of England, a large crowd turned out to watch the first race meeting of the season on the West Country circuit at Castle Combe, near Chippenham in Wiltshire. Fortunately, although the day was very windy and none too warm, the rain held off with the exception of a few drops from time to time, and a programme of good and varied racing was run off with no serious hitches and some close finishes, in spite of somewhat depleted fields in one or two of the events.

The great disappointment to many enthusiasts was the non-appearance of S. G. Greene's new formula 1 G.P. Maserati, which was to have been handled by Roy Salvadori; unfortunately the car had not arrived in this country in time. Nevertheless, Salvadori had a good day at the wheel of Greene's sports 2-litre

Maserati, winning the 2½-litre sports car race with great ease, and eventually repeating the performance in the unlimited capacity sports car race after a great struggle with Jimmy Stewart in the *Ecurie Ecosse* Jaguar XK120C.

The meeting opened—within five minutes of its advertised time of 2 p.m.—with the first heat of the formula 3 race, always an assured battle. This quickly resolved itself into a struggle between Don Parker's new Kieft and Reg Bicknell's redesigned Revis with streamlined nose cowlings. These two outclassed the rest of the field, and Bicknell gained a narrow victory. The second heat—later on in the programme—was a three-cornered battle between the new Mark 8 Cooper-Nortons of Les Leston and Ivor Bueb and Dennis Taylor's Staride; finally Bueb just scored from Leston.

### Might-Have-Been

High hopes were therefore entertained for a good scrap in the final; but this proved to be a Bicknell benefit, the Revis leaping ahead at the start and gradually increasing its lead throughout. Parker, the only possible challenger, made a slow start, and by the second lap had achieved second place. And then, as he came out of Camp Corner and down the finishing straight, something happened—possibly to the steering gear—which put the Kieft out of control, and it finally smashed the barriers in front of the timekeepers' bus, coming to rest with damage to the car but fortunately not to Parker. Meanwhile Bueb lay second, while the two works-entered Coopers of Stuart Lewis-Evans and Leston scrapped for third place, the former getting the verdict.

The formula libre race attracted a mixed bag of entries, and after the first lap Les Leston, in his 1,100 c.c. Cooper-J.A.P., never looked like being challenged. J. D. Lewis went extremely well at first in an elderly supercharged 1½-litre E.R.A. but later fell out with trouble, and J. R. Stewart brought the *Ecurie Ecosse* for-

mula 2 Connaught through from the back of the field to a good second place; third came J. D. (Bill) Sleeman, Australian by origin and well-known trials driver, in the Cooper-Nor-Jap once raced by Ray Merrick.

A notable performer among the sports cars was P. D. Gammon's Lotus-M.G., which had no trouble with the other 1½-litre and even led from Salvadori's Maserati for most of the first lap in the 2½-litre race. But the real thrill in the sports car events came in the unlimited class, when J. R. Stewart (Jaguar XK120C) and Salvadori fought really hard for almost all the ten laps. The Jaguar had the power to lead most of the way, with the Maserati closing up and harrying it on the corners; finally, on the very last lap of all, Salvadori made his effort and came up alongside the Jaguar at Old Paddock Bend. And Stewart overdid things, and spun off on to the grass at a terrific speed; he held the car in check, and brought it back on to the course without stopping, but his chance had gone. Salvadori won easily, while Stewart came home in second place just in front of George Abecassis in the H.W.M. sports car with Jaguar engine. Scott-Russell, in A. P. O. Rogers' Cooper-Bristol sports car, took fourth place ahead of B. Baxter's Jaguar XK120C and Shattock's R.G.S.-Atalanta.

Altogether a good day's racing; the high wind prevented much in the way of record-breaking, but Gammon set up a new figure for the 1½-litre sports cars with a lap in 1m 25s (77.93 m.p.h.).

### RESULTS (lap distance 1.84 miles)

**Sports Cars: Up to 1,500 c.c. (5 laps):** 1. Buckle 1:17.2 (G. E. Zappi), 8m 26.2s, 65.46 m.p.h.; 2. Riley 1:09.9 (G. Akroyd), 8m 32.2s; 3. Morris 1:09.6 (W. A. Cleave), 8m 35.2s. **Up to 1,500 c.c. (7 laps):** 1. Lotus-M.G. 1:46.7 (P. D. Gammon), 10m 14.6s, 75.45 m.p.h.; 2. Connaught 1:48.4 (J. Coombes), 10m 26.8s; 3. Toleiro 1:46.7 (J. Flanders), 10m 35.6s. **Up to 2,500 c.c. (7 laps):** 1. Maserati 1:39.0 (R. Salvadori), 9m 42.4s, 79.42 m.p.h.; 2. Lotus-M.G. 1:46.7 (P. D. Gammon), 10m 5s; 3. Cooper-Bristol 1:57.1 (A. P. O. Rogers), 10m 17.6s. **Unlimited (10 laps):** 1. Maserati 1:58.8 (R. Salvadori), 15m 35.4s, 80.29 m.p.h.; 2. Jaguar XK120C 3:44.2 (J. R. Stewart), 14m 6.2s; 3. H.W.M. 3:44.2 (G. Abecassis), 14m 5s. **Fastest lap:** (R. Salvadori and Stewart) 1m 21s, 81.79 m.p.h. **Racing Cars: Formula 3, heat 1 (7 laps):** 1. Revis-Norton (R. G. Bicknell), 9m 52s, 78.30 m.p.h.; 2. Kieft-Norton (D. Parker), 5. **Staride-Norton (I. Fenning), heat 2 (7 laps):** 1. Revis-Norton (R. G. Bicknell), 10m 12.4s, 75.62 m.p.h.; 2. Cooper-Norton (L. Leston), 5. **Staride-Norton (D. Taylor), final (10 laps):** 1. Revis-Norton (R. G. Bicknell), 14m 11.6s, 77.75 m.p.h.; 2. Cooper-Norton (L. Bueb), 14m 29s; 3. Cooper-Norton (S. Lewis-Evans), 14m 51s. **Fastest lap:** Bicknell, 1m 23.4s, 79.42 m.p.h. **Formula Libre (10 laps):** 1. Cooper-J.A.P. 1:10.0 (J. D. Lewis), 15m 40.6s, 80.68 m.p.h.; 2. Connaught 1:56.0 (J. R. Stewart), 15m 50s; 3. Cooper-J.A.P. 1:15.2 (J. D. Sleeman), 14m 25s. **Fastest lap:** Leston, 1m 20.6s, 82.18 m.p.h.



James Stewart drove this *Ecurie Ecosse* Jaguar brilliantly in the unlimited capacity sports car race, but had to be content with second place.



## WEST ESSEX DRAGS

**B**y courtesy of the U.S. Air Force, the West Essex C.C., best known for their staging of major events at Boreham, last Sunday held their National speed trials on the American airfield at Wethersfield, near Braintree. The surface was excellent, and there was plenty of room for cars to complete their standing start 1km acceleration tests two at a time. As is so often the case on airfields it was very windy, but at least the wind was behind competitors, making their times all the better; and a good crowd turned out to watch, including many of the resident Americans who were not going to miss the "drags."

The entry was varied and included everything from family saloons to racing cars, but interest inevitably centred on the fastest sports cars and the racing cars. R. R. C. Walker was very fast with his Aston Martin saloon which was fitted with the 3-litre DB3S engine; T. A. D. Crook (2-litre Cooper-Bristol) was out-

standing, his car achieving a time of 26.79 sec that represented the best sports car speed despite opposition from several Type C Jaguars and other formidable cars; and M. R. Anthony's Lotus (with 1½-litre M.G. engine) did a time of 29.71 sec in the hands of B. Bowman to win the 1½-litre class very comfortably indeed.

There were many other cars deserving special praise, but perhaps the most impressive of all was the diminutive and beautifully turned out white Austin Seven racing car of G. F. Hulbert. This super-charged 747 c.c. machine had only one car in opposition to it in its class, but that was the 1,100 c.c. Cooper of L. Leston which had won the *formule libre* event at Castle Combe on the previous day. Hulbert beat Leston, with 27.26 against 27.56 sec, but Leston then handed over his car to F. B. Sowrey who just won the class with 27.07 sec.

Apart from sports cars such as Cooper-

Bristols and Type C Jaguars, and one or two racing cars such as J. Goodhew's 1½-litre supercharged Maserati and D. Wilkinson's E.R.A., the really fast times were expected from the Connaughts, and they were certainly not disappointing. There were three of them, all of 2-litre capacity, in the hands of R. R. C. Walker, C. D. Boulton and L. Marr. The Marr ensemble had the edge on the others, however, beating the nearest rival with a fastest time, and fastest time of the day, of 25.97 sec.

### Provisional Results.

**Saloon Cars:** Up to 1,100 c.c.: 1. Renault 748 (K. W. Moore), 45.68 sec. Up to 1,500: 1. Porsche 1.500 (R. D. Woolley), 36.25. Up to 2,000: 1. Aston Martin 2,922 (R. R. C. Walker), 29.64. Over 2,000: 1. Jaguar 3,442 (B. Powell), 31.55.

**Open Cars:** Up to 1,100: 1. Lotus 1,097 (A. Marsh), 36.91. Up to 1,500: 1. M.G. 1,406 (B. R. Millbank), 35.10. Up to 2,000: Cooper-Bristol 1,971 (A. Rogers), 26.71. Over 2,000: 1. Jaguar 3,442 (J. A. Keeling), 27.32.

**Sports Cars:** Up to 1,100: 1. R.V.G. 1,098 (R. Watling-Greenwood), 35.67. Up to 1,500: 1. Lotus 1,467 (B. Bowman), 29.71. Up to 2,000: 1. Cooper-Bristol 1,971 (T. A. D. Crook), 26.79. Over 2,000: 1. Jaguar 3,442 (J. A. Keeling), 26.90.

**Racing Cars:** Up to 500: 1. Cooper 500 (L. Leston), 29.97. Up to 1,100: 1. Cooper 1,100 (F. Sowrey), 27.07. Up to 1,500: 1. Maserati 1,480 (S. D. J. Sidebottom), 27.81. Up to 2,000: 1. Connaught 1,960 (L. Marr), 25.97 (Fastest time of the day). Over 2,000: 1. Jaguar 3,442 (W. P. Jones), 26.86.

## WILD and WET!

**L**AST year's Welsh Rally of the M.G. Car Club (Midland Centre) was held in beautiful spring weather. This year's event (last Saturday) was in winter, with rain, fog and a raging gale. In fact, the final test of the road section on the promenade at Crickieth was a race between the organizers and the incoming tide, and clerk of the course Mitchell was no more successful in stemming it than was Canute, so that three unfortunates had to parade at 0.745 hours to complete the test.

From a full entry list of 65—no more could be accepted because of accommodation difficulties at the finish—there were nine non-starters. One was D. H. Marable, who had laboured on his M.G. all the preceding night only to have an oil pipe fracture on his way to the start. A new pipe was made and fitted, but he was by then outside his starting time. Nevertheless, he went round the course.

D. P. Baker also had bad luck, losing his big-ends within 15 miles. He returned home, got out another car and was allowed to restart *hors concours* as No. 130.

### Testing Route

The route was just short of 220 miles, and was a real test of navigators as well as of cars and drivers. From the start at West Bromwich, it led to the Long Mynd and Church Stretton area; then to the first time control and test at Welshpool. The test was an affair of pylons and garages, and a penalty was imposed of one mark per one-fifth second over standard time, an average of the best 20 per cent in each case giving the standard time.

The next section had to be modified after certain marshals had discovered, the hard way, how deep a certain ford had become. This added 5½ miles to the original route, but the appropriate time allowance was given. Eventually competitors found themselves climbing Bwlch-y-Groes from the Bala side, but only four or five failed to reach the time control at the summit on time. Test 2 was here, rolling with dead engine from line A down to stop astride line B, starting up and reversing uphill to stop astride line A.

R. N. Cadbury's Austin-Healey looked very cross-eyed after having rammed a Vauxhall's rear bumper which had pushed his head lamps inwards.

Then down to Dinas Mawddwy and by way of Dolgellay, Barmouth, Harlech, to Crickieth and the final test, more pylons and garages. Then dinner and dancing for the competitors while the officials worked at results. On Sunday morning the weather was fine for the regularity test

held over two loops through narrow winding lanes, distance 22.2 miles.

### Provisional Results.

**Bryant Trophy (best open car):** M.G. (A. H. Westwood), 6 marks lost. **Navigator's Award:** B. Chavasse.

**Allen Trophy (best closed car):** M.G. (C. Shove), 5 marks lost. **Navigator's Award:** B. P. Smith.

**First-class awards:** Morgan (H. M. Denton); Triumph (J. Bosley); M.G. (C. R. Priestman); M.G. (J. Yates); M.G. (W. B. Hercock); M.G. (A. J. Brown).

**Second-class awards:** M.G. (D. E. Terry); M.G. (J. Shove); Sunbeam-Talbot (R. J. Sanders); M.G. (D. J. Sidebottom); M.G. (P. J. Anton); Sunbeam-Talbot (H. S. Shepherd).

**Ladies' Award:** M.G. (Miss Kenny). **Newbie Award:** M.G. (S. G. Cobban). **Team Award:** M.G. (D. J. Sidebottom), M.G. (P. J. Anton) and M.G. (A. J. Brown).

## TOMORROW'S EMPIRE TROPHY

**THE B.R.D.C. Empire Trophy** race for sports cars, sponsored by the *Daily Dispatch* and Cheshire Car Circuits, Ltd., and organized by the B.R.D.C., takes place tomorrow on the new circuit at Oulton Park, near Tarporley, in Cheshire. The circuit has been extended since last year, the lap distance now being 2.23 miles; a further extension, incidentally, is en-

visaged later. A full entry of 45 cars has been received and, as will be seen from the list which follows, contains many of the famous names in current British racing. The cars are divided into three classes: up to 1,500, 1,501 to 2,700, and over 2,700 c.c. The race will be run in three heats and a final; the heats are scratch class races, at 1 p.m. (class A—20 laps), 2.10 p.m. (class B—21 laps) and 3.20 p.m. (class C—22 laps). The final (32 laps, or 71.36 miles) will be at 4.30 p.m.; the most successful cars in each class will contest this on a handicap basis.

Admission costs 5s, car park inside the circuit 10s, outside the circuit 6s (motor cycles 3s and 2s 6d, coaches £1). A limited number of grandstand seats may still be available at £1 each, but the terrain provides good vantage points for spectators.

### Entry List.

**Up to 1,500 c.c.** Connaught 1,444: J. Coombs, K. McAlpine; Cooper-Connaught 1,484: J. Riscley; Pritchard; Cooper-M.G. 1,467: F. Jackson; Gordini 1,480: B. Gallacher; Kieft 1,467: A. L. Jones; Leeward-M.G. 1,467: S. Moss, E. Brandon and L. Leonard; Lester-M.G. 1,467: G. Ruddock; Lister 1,467: W. A. Scott-Brown; Lotus 1,467: C. Chapman; Lotus-M.G. 1,467: P. Gilmour; M.G. 1,468: E. W. K. Land; Tejeiro-M.G. 1,467: A. Moore; Turner 1,466: C. H. Threlfall.

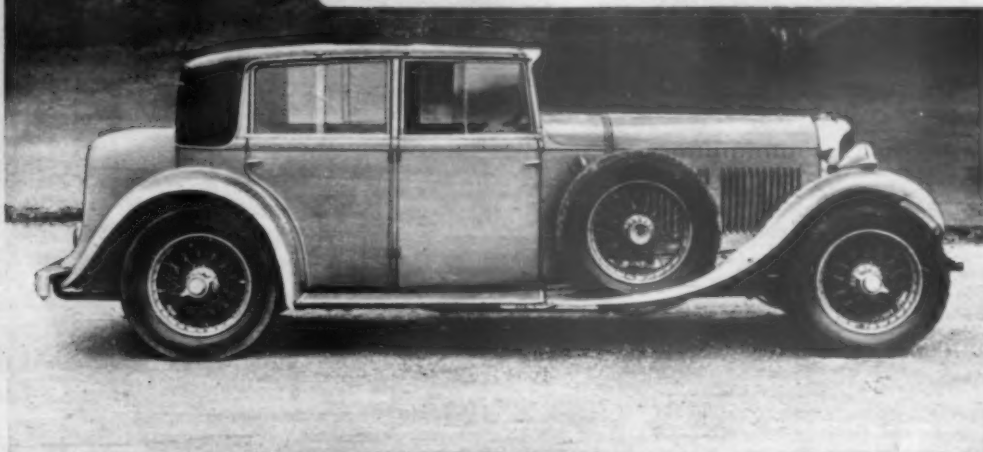
**1,501 to 2,700 c.c.** Aston Martin 2,588: P. Duff; Austin-Healey 2,668: B. Pockhart, L. Macklin, A. P. Hitchings; Cooper 1,971: P. J. Kenneth; Cooper-Bristol 1,971: A. Brown, T. A. D. Crook; Prater-Hash 1,971: P. R. Gerard; E. Hoop, P. B. Reese; P. Scott-Russell; Kieft 1,971: B. Gould; Maserati 1,988: R. Salvadori; Tejeiro 1,971: F. C. Davis; Triumph 1,951: J. D. Titterton.

**Over 2,700 c.c.** Aston Martin 2,837: Sir J. Bole; M.W.M. 3,442: G. Abecassis; 3,420: R. A. Page; M.W.M.-Jaguar 3,442: O. Moore; Jaguar 3,442: J. Duncan Hamilton; J. Kelly; M. W. Head, J. Buncombe, G. Dunham, R. E. Barry, N. Sanders, J. Stewart, A. P. R. Roll; R.G.S.-Atlanta 3,442: D. B. Boston and R. G. Shattock; Sphinx 3,425: T. Somerville.



The location of Oulton Park.

# "WHICH TIME ADORNS . . ."



Well proportioned unadorned by a single unnecessary feature, and magnificent; the Bentley after 24 years on the road.

By . . . . .

PETER

GARNIER

## AN 8-LITRE BENTLEY AND THE REMINISCENCES IT PRODUCED

THIS cannot help being biased; my earliest memories of motor racing are dominated by the name Bentley. I ultimately owned a Red Label 3-litre for three pleasant years. It had many shortcomings, of course, by modern standards; there was no heater, the suspension was stiff and one could feel every power stroke of the four-cylinder engine. It was nearly twenty years old, but it was entirely reliable and never gave any trouble of any kind. I know "Sammy" Davis, one of the names that will for ever be associated with the heyday of the old Bentley, and now, through a gathering at which O. A. Batten's 1930 8-litre was the *prima ballerina*, I have met W. O. Bentley.

Nineteen-thirty! It seems incredibly long ago. Ramsay MacDonald was Prime Minister; the airship R101 crashed in France; Sir Henry Segrave was killed on Lake Windermere while attempting to beat the world's water speed record; Hans Stuck's 19-100 Austro Daimler broke the Shelsley record in 42.4 sec, and the first 8-litre Bentley took the road. It was meant to be the last word in fast as well as luxurious transport. Never intended as a sports car, it had, however, a maximum of over 100 m.p.h. in top—a gear in which it would equally happily trundle along at 6 m.p.h. It would reach 100 m.p.h. from 10 m.p.h. in 50 sec and was one of the best combinations of speed and comfort that had then been achieved. The volume of each one of the six cylinders in its enormous engine was considerably greater than the total of all four cylinders of a Morris Minor.

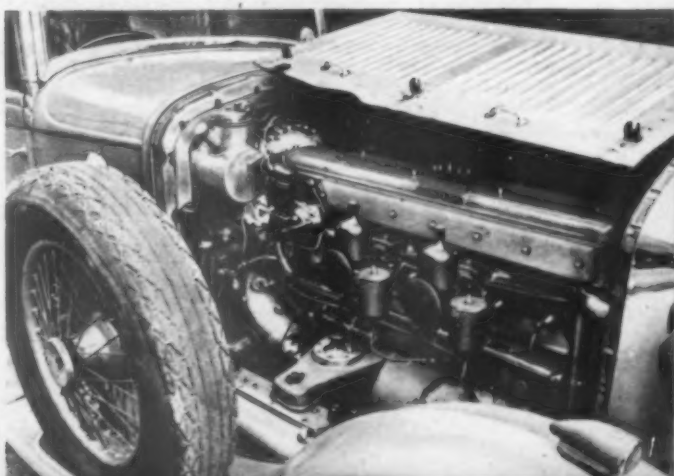
### Rise to Fame

The old Bentley company had been in existence for only eleven years when the 8-litre was introduced. In this short space of time it had risen from obscurity to world-wide fame and the great cars had won a reputation which was shared by very few indeed. Now, nearly 25 years later, they are not only in great demand in all parts of the world where sporting cars are appreciated, but also still take an active part in competitions; their ageless, purposeful and entirely functional appearance still commands respect wherever they are seen. It can truthfully be said that the products of W. O. Bentley and his associates occupy, in the world of motoring, the same enviable position as do those of Chippendale, Grinling Gibbons, Wedgwood and others in their own spheres. They are sought after, valued for the skill of their designer and proven by the fact that, after the passage of years, their unaffected appearance continues to give joy to all who appreciate them.

Not only was the car's reputation earned through their competition successes. Ownership of a Bentley soon became synonymous with wealth. If a novelist wanted to bestow his hero with an unassailable character as a rich young man (with sporting inclinations) he provided him with a Bentley. Nowadays it is synonymous with great enthusiasm and an appreciation of a good car. To the schoolboys of the late 'twenties and early 'thirties, of whom I was one, it is small wonder that ultimate ownership of a Bentley became a "must."

The doings of the cars themselves and the stories of the exuberant band of their drivers in races of the period (all of whom, one imagined, must be millionaires), which filtered through from time to time, became almost legendary. It was impossible to possess even a cursory interest in motor racing without being familiar with such names as Duff, Clement, Benjafield, Birkin, Dunfee, Davis, Hawkes and others. The competition history of the cars was studied closely and the annual accounts of the Le Mans 24-hour race were read through and through until they were almost memorized. In my case these came mostly from the pen of "Sammy" Davis—they usually arrived rather late, as full value had to be extracted from the paternal subscription before *The Autocar* was passed on. Eventually, as the result of repeated perusals of these reports, the Sarthe circuit became thoroughly familiar. When, after the war, I made my first pilgrimage to Le

The cylinder block is very similar to that of the 6½-litre except that the vertical camshaft drive is at the rear and the two big S.U. carburetors are on the right, avoiding the need to cross the controls over to the left-hand side.



# "WHICH TIME ADORNS.." continued

Twenty-four years apart. A comparison between the Road Test photograph (left) published in *The Autocar*, December 5, 1930, and a contemporary photograph, shows how little the car has deteriorated.



Mans, it was like visiting a well-known haunt of childhood. The cheerful French crowds, the tents and the all-night parties round the circuit, flags, posters and so on were just as I knew they would be.

It was with this background of quite frankly uninhibited enthusiasm that I foregathered with W. O. Bentley, the creator, S. C. H. Davis, the driver-cum-describer, and O. A. Batten, the convenor, to inspect and drive the last-mentioned's 8-litre Mulliner saloon, and to listen respectfully to the reminiscences of W. O. and S. C. H. D. The meeting was not fortuitous. It was arranged for various reasons. The car had been W. O.'s property and it was the car in which S. C. H. D. had carried out the Road Test that appeared in *The Autocar* of December 5, 1930. It was also the first saloon in which he had exceeded 100 m.p.h. on a public road—a fact which he was very reluctant to publish at the time, lest more sensitive readers might have objected to the taking of such liberties by supposedly responsible members of *The Autocar* staff.

With the freedom of expression enjoyed only by the elderly, Mr. Batten's 82-year-old father summed things up nicely. Upon being introduced to W. O. he said, "So you're the blighter who has been responsible for the Bentley mania in my family since 1925. There's been one of your cars in the family ever since then and I've always wanted to meet the fellow who made them." It was a sincere, though bluff, compliment and must have made pleasant hearing to W. O. It was odd to consider how many other families, apart from the Battens, had come under the influence of W. O.'s cars. There is a state amiably referred to by wives of Bentley Drivers' Club members as a "Bentley widow"—such is the singleness of purpose of the owners of the cars. And here was the man, the products of whose brain have, for the last 30-odd years, given unbounded pleasure to their owners—despite the fact that none has been made for 23 years.

## Detail Changes

The external appearance of the enormous car has changed very little since the day it left the works; a rather better looking luggage locker has been fitted to the rear and the original black cellulose has been replaced by gun-metal grey. Internally, too, alterations from standard are few. The two separate sets of sparking plugs were originally fired by a coil on one side and a magneto on the other; the magneto has now been replaced by a second coil. Briefly, engine details are as follows, and they make an impressive comparison with modern conceptions. Bore and stroke 110 by 140 mm (7.982.8 c.c.); six cylinders; R.A.C. rating 44.99 h.p., 240 b.h.p.; compression ratio 5.3 to 1; single overhead camshaft operating four valves per cylinder through Duralumin rockers; maximum safe engine speed 3,500 r.p.m. giving a road speed of 101.8 m.p.h. with a rear axle ratio of 3.53 to 1; two vast S.U. carburettors and, finally, a fuel

consumption of about 10 m.p.g., which goes down to 4 m.p.g. during club meetings at Silverstone.

In keeping with the car's proportions are the capacities of the sump (5 gallons), gear box (9 pints), rear axle (6 pints) and fuel tank (26 gallons). The minute attention to detail that was lavished upon quality cars of those days is in evidence all over the car. The exhaust pipe, throughout its length, is asbestos lagged and metal bound to reduce resonance, and the silencer would do justice to a marine engine. The Bosch starter, to avoid the unpleasant clash as the pinion engages, has a solenoid which gently slides the pinion into mesh with the flywheel before rotation begins. The result is complete silence in operation, and the teeth on the flywheel show no signs of wear. Tecalemit one-shot chassis lubrication is fitted and, in this example, the king pins are included in the circuit. That refinement is peculiar to this particular 8-litre. Such were the specifications of W.O.'s cars, built regardless of expense for a public which could afford to buy them. The list could go on, but it is not within the scope of this article to give a technical description of the car.

## Comprehensive Dossier

As with most enthusiast-owned cars of this sort, a detailed history is known, owner by owner, since the day it passed out of W.O.'s hands. First registered on October 10, 1930, it remained with the company until February 18, 1932, when it was sold to Jack Barclay, Ltd., in whose showrooms it remained until July 7, 1932. After this it passed through the hands of six further owners before Mr. Batten bought it after the war. During the first part of the war it was kept licensed, though it is suspected that its petrol ration was used to supply the needs of a less thirsty car. An interesting heritage from its days at the Bentley works is the original registration book, now framed, on which is written in red, slightly ungrammatically but with considerable force: "Any person whatsoever, using this car, other than examiner, tester, or urgent purveyor, examiner and testers will be immediately discharged. Also same will apply to any person using same for any other purpose than special urgent business—Managing Director."

During the period between June, 1949, and June, 1952, a spare engine, number YM 5046, was used in the car while its own engine, YF 5002, was overhauled. Bearings were remetalled, the crankshaft was trued and balanced and the valves were resealed. YM 5046 is now in the process of being tuned for use in a highly sporting machine which Mr. Batten is constructing from a 4-litre Bentley chassis. A third 8-litre engine is also in his possession, number YM 5045, which will be kept as a spare for either car. It is difficult to assess the exact mileage of the car, but it is believed to be well over 200,000 and, at this great mileage, there is no lost motion whatever in the steering.

As had been hoped, the combined presence of W.O., S.C.H.D., and the car produced a flow of reminiscences



which were a joy to hear. Features of the car called for comment from W.O.; the huge Zeiss head lamps, with their ground glass, mirrored reflectors, recalled the fact that they could not be used on the Le Mans cars as they were not of British manufacture. Fast long-distance journeys were remembered and re-lived, particularly an occasion when W.O. left Dieppe in the 8-litre in daylight and reached Cannes before lighting-up time. To show that the old car was still capable of such things, Mr. Batten recalled a more recent Continental journey during which he had covered 90 miles in 89 minutes. Incidents from the old Le Mans days were related, some exceedingly funny, and they, too, seemed almost familiar; I knew the names, the places and the cars. I had the feeling that here was an era in the history of motoring which, although vicariously, I had now lived through completely. The final gap had been filled by the presence of the principal actors in a play that has been running for so very many years.

The subject of the car's maximum speed was discussed. W.O., not entirely satisfied with the speed obtained during the Road Test, had had a cut-out fitted and, in 1932, he and Kensington Moir took it over to Montlhéry, where it

reached 107.3 m.p.h. Since then, on a slight down-grade, the present owner threw caution to the winds and exceeded 4,000 r.p.m.—a road speed of 116 m.p.h. That it is still fleet of foot was shown when "Sammy" Davis accepted the owner's offer to drive. He clambered awkwardly past the brake and gear levers that obstruct entry to the driving seat, remarking that he had once known the proper way in, and studied the array of instruments. He moved off gingerly, getting the feel of the controls, and before long had exceeded the 100 mark—without, I suspect, the qualms he had had 24 years ago. W.O. would not be persuaded to drive, saying quite emphatically, and typically, that he was incapable nowadays of driving anything without synchromesh! The change down from second (6.32 to 1) to first (11.45 to 1) does, indeed, require a little practice.

It was a good day and, to one who has more than a passing interest in these fine cars, a day that will live in the memory for a very long time. It is, perhaps, best summed up in Mr. Batten's own words as W.O. and S.C.H.D. drove off in the latter's M.G. TD Midget: "My goodness, *what* a day. To think that I should have lived to take those two out in my Bentley."

## Three of a Kind

"W.O.," THE 8-LITRE AND ME

By . . . . S. C. H. DAVIS

MOTING is a very personal matter when you consider it carefully, differing according to individual whim more than any other form of travel. Sheer boredom to some may be intense enjoyment to others. As a very prominent member of the sales staff of a large firm manufacturing cars said the other day, "Sales policy would be easy if it were not for the imponderables"—those personal, often unexplainable, factors which govern car choice.

Fifty years of driving have created a friendliness between myself and machines, strange as that may seem; a liking for certain cars—even certain *makes* of car—because of adventures with them which remain as pleasant memories while the years roll on. As a result there is a thrill about meeting cars with which one has adventured many years ago, cars now as out of date as the Dodo, lacking the performance of youth and showing their age, but none the less, machines which seem aware of secrets shared.

For such a large car, and by modern standards, the rear compartment is small, though the seats are comfortable. The leather upholstery has worn well.



W.O. tries the driving position, and "Sammy" Davis the passenger seat—the first time for over 20 years.

And the other day that is just what happened. By grace of the present owner, Mr. O. A. Batten, and former colleagues of *The Autocar*, I renewed acquaintance with the original 8-litre Bentley. This was the first car with a saloon body in which W. O. Bentley and I reached the magic 100 on the public road.

But there was more than that. Back in the dark ages of motoring, W. O. and I had gone out looking for trouble with Rex motor cycles and, the gods being amused, had found it a-plenty. I watched the creation of the first Bentley, went out for a trial run in it with him, and later enjoyed myself immensely as part of the racing team.

It happened that when the first of the new 8-litres was due for trial I had to go to Glasgow for the Scottish Show, and we went together in the new model. We were both impressed first by the appearance of the car, which seemed much narrower than usual, then by the engine, which completely filled the bonnet, and, thirdly, by the top-gear performance, no other gear being necessary once you had started; the big machine actually went up a 1 in 7.2 gradient and round a right-angle turn on that gear.

Along the Great North Road, now A1, we were astonished by the machine's average, while arguing whether eight litres

### THREE OF A KIND . . . continued

of engine were a reasonable proposition for sales and enjoying ourselves in full measure. And then we reached the long straights which we knew so well, between Stamford and Grantham. In those days there was no stream of merchant lorries, for this was 1930. So the big car got going faster and faster, with that impression of immense power rightly used which is so satisfactory. Of the speedometer we took little notice, speedometers being considered mere toys for the uninitiated; the rev counter was the real interest. The needle went up and up until at last it reached what we knew to be an indicated 100 for certain—some 3,500 r.p.m. if I remember rightly.

It was quite a thrill, more so because the machine handled well and could be held straight without effort, which we attributed to the new, very stiff but also very heavy, frame. The whole experience was gratifying. Remember, 100 was not the fashionable speed of those days but, in a way, like the edge of the sound barrier is today in the air. We kept a wary eye lifted for any sign of our friends the police, knowing that they would not regard the performance from the same point of view, and knowing the local magistracy to be still as antagonistic to speed as any of the horse age had been. The other eye, as it were, was mostly occupied with the battery of gauges on the instrument board!

#### The Real Thing

But neither police nor gauge reading interfered with that run, and so we came to Grantham happily enough, thinking the car fascinating and enjoying its motoring as motoring. For the rest of the run we were peaceable enough; there was some argument about the gear change, which seemed more difficult to handle than it should have been, and criticisms of each other's skill whiled away the time, with reminiscences as we passed some spot at which things had happened with motor cycles in days gone by.

Much water had passed under many bridges before we three were to meet again, twenty-four long years after. For one thing we were all older, as was demonstrated when a slight hitch with a lunch menu proved that two of us could not read small print without glasses. But the big car was surprisingly the same, just as narrow to look at, even longer of bonnet than we had thought, and with that bonnetful of engine. Controls still glittered with chromium plate. But one noticed certain features as strange. The whole car seemed very high, the right-side front door cluttered up with levers, and the wheels huge. Obviously the new owner, loving the great car, had spent much time and money on restoration, only the slightest trace of rust showing.

Two coil ignitions stood where we remembered a coil and a magneto; something was different astern, and neither of us could recall the Telecontrol for the dampers. But W. O.'s own pet Zeiss head lamps were there and, somehow, the 8-litre seemed to welcome us (a trifle cynically, as three old stiffs together, which was disconcerting).

Interesting that there is an old Bentley "cult" today; that the earlier cars of the *marque* are treasured, their performance a matter for boasting, criticism fiercely resented. To those of us who had to do with the machines in their prime this is a matter for wonder, the idea not having occurred to us then, much as we liked the cars. It makes one feel a little self-conscious at times. Also the tendency to regard the later and bigger vintage

cars as the last word in design, infinitely superior to the cars of today, seems odd and a mite embarrassing. After all, had the Bentley continued in the direct line it would have been very different, possessed of many of the things enthusiasts seem to deplore and—though this is risking much—probably resembled the modern Continental. Certainly it would not have external, separate running boards, a kilometre of bonnet, and half-elliptics. Progress is *change*, much as the diarch dislikes that and, remember, the modern small car can not only average the same speed but is also much handier in our traffic density. However, the glamour of the old machines remains as another example of "imponderability."

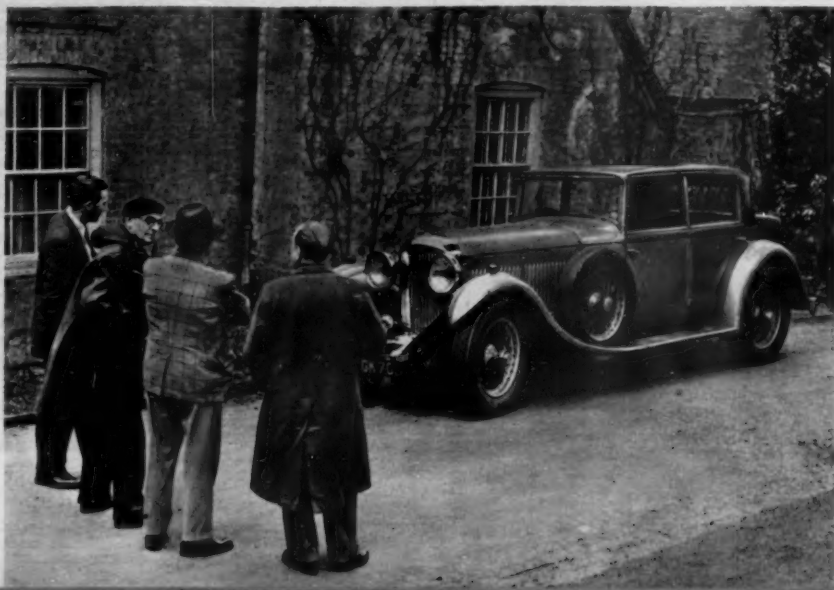
#### Your Turn!

Certainly it was a pleasure to drive the old car again. As I said, the gods are humorists. Reflecting on W. O.'s remark that the gear change had been awkward, I realized suddenly that the machine had no synchromesh and that it was years since I had handled a straight gear. And then, of course, it had hand ignition control, a clutch brake, and little things like that. It seemed a good thing for W. O. to try it first. But W. O. was adamant. So, squeezing through the levers into the driving seat, I had a go, and found immediately that its owner liked the clutch brake set close up instead of far off, as I did. Many curious noises ensued, to the undisguised joy of W. O., and I was even reduced to changing without the clutch. But once we got out on the wide, straight road (Bexhill-Pevensay) the car and I had come to terms and we really began to move.

It seemed odd that the steering took so much effort, a thing which passed without notice in 1930. Certainly this was no car for one's wife to go shopping with in a busy country town. In the little roads towards Heathfield, in Sussex, the Bentley seemed huge. And the brakes which we had thought so good were now notably inefficient compared with those of 1954. It was not easy to get the hang of the mixture control, weak at its top position, or to remember to give hand signals. Something, tyre pressures or damper inequality maybe, could be felt at the steering wheel, yet the big machine could still be placed exactly and the engine sounded as young as ever.

It was amusing to have screenwipers which travelled solemnly all the way across the windscreen, then back again, instead of the fussy, swinging affairs of today; nice to have a polished wood fascia chock-full of instruments, and doors which could be shut without slamming. But you could not see nearly as widely forward as we do now, and a lot of luxuries were missing—heater, defroster, air cleaners, dynamo output control, good instrument lighting, a detachable cylinder head and a pressurized cooling system, a body easy to clean and, of course, independent suspension.

But, as we agreed while travelling back to our respective homes by TD M.G., the run had brought back very happy memories and the big car still had charm. And we both philosophized a little about today, now that we travel chiefly in one of those very friendly little Morris Minors.



"Old thing, do you remember . . . ?" S.C.H.D. recalls some occasion when he and W.O. covered long distances in the car. O. A. Batten, the owner, is second from the right.

# BEGINNER'S LUCK . . . . ?

By G. S. SHARPE

CAREFUL PLANNING AND COMMONSENSE IN CARAVANS

Pausing a while on Magdalen Bridge in Oxford on the homeward journey.

**D**URING past visits to the London Show I have invariably been drawn to that section of Earls Court where attractively finished caravans of all shapes and sizes are being besieged by a keenly interested and apparently critical crowd. But large numbers of them must, like myself, have but a vague idea of what really constitutes a good or bad caravan or which model would best suit their own particular purpose. Most models are to be admired for the ingenious way in which a compact and apparently luxurious interior layout is achieved, but I now know that this is far from being the first consideration, at least for touring caravans as opposed to the living type.

Last summer I took my first caravan-touring holiday and, whilst exploring the Cornish coast, covered 1,000 miles in a fortnight. The choice of county was deliberate because I knew that negotiating the steep hills, narrow lanes and tight turns to be found there would best show up the snags likely to be encountered in towing. Yet despite this "pushing in at the deep end" technique the holiday was completed without mishap or even anxious moments. There are obviously many places in Cornwall where a caravan cannot be taken and, when in doubt, the caravan was parked and the road explored by car only. However, even if the impassable roads are avoided there are plenty of others which are border-line cases and although a certain amount of our own success could perhaps be put down to beginner's luck much depended on thorough preparation beforehand.

The car owner who contemplates a touring holiday must put in a great deal of thought before buying or hiring a caravan. First, the car, its horse-power, mileage, condition and weight have all to be carefully taken into account and it is here that in most cases any ideas about towing one of those luxurious vans built to the maximum legal dimensions of 22ft long by 7ft 6in wide will have to be dropped.

However, there are many well-equipped models with a length of 17ft, 14ft 6in or less which provide everything that a family of up to four or five could need and which would not be outside the capabilities of the family saloon.

The main consideration is not overall dimensions but weight. As a general rule the caravan should not weigh more than three-quarters of the weight of the car. Thus a car weighing one ton laden should not be expected to tow satisfactorily a caravan weighing more than 15 cwt when laden. This is not so much because of considerations of adequate power as of the control of the caravan. It will be appreciated that a caravan, being a single-axled vehicle, has little or no directional stability and its desire to wander increases with speed. This varies between different caravans according to the axle position in relation to length and to the distribution of weight between front and rear. Now it is fairly obvious that with a combination in which the car weighs one ton and the caravan two tons, the caravan is going to exert heavier forces on the back end of the car than the car can adequately resist. Downhill the inequality is accentuated and the caravan would have little difficulty in pushing the car in the direction in which the caravan wanted to go, and this is certainly not in a straight line.

## Warning Point

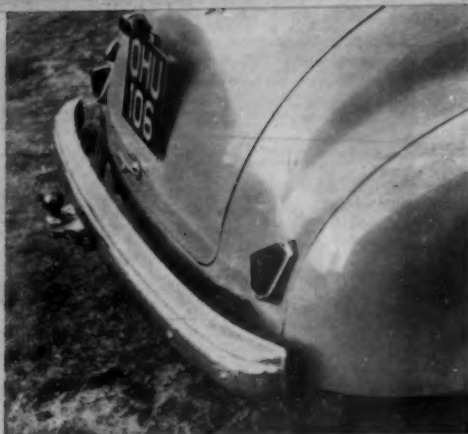
Generally, as the weight of the caravan exceeds the weight of the car so the speed at which the van begins to take control is reduced. With every car and trailer outfit there is a critical speed at which the van begins to sway and both the car and van snake along the road until the speed is reduced. This speed, then, is your maximum, but it depends not only on the gross weight of the caravan but



# BEGINNER'S LUCK . . . ? continued



The Witter tow-bar fits neatly behind the bumper and the ball is protected by a polished aluminium cap when not in use.



A reinforcing bar for the bumper of the Morris Oxford is recommended and supplied by Morris Motors, Ltd.

also on the distribution of weight between the front and rear of the van. Only by experimenting with this distribution will the best results be obtained. It will be found that unladen the caravan will be front heavy, this being essential for good towing because, if the rear is heavier, the normal pitching and snaking motion will be accentuated and the tendency will be to lift the driving wheels of the car off the road. When loading the van with all the food, clothing, bedding and the many other items which one takes on holiday, it is as well to ensure that the weight percentage on the front end is increased rather than decreased. The Calor gas cylinder also forms a convenient item for experimental weight shifting.

Another factor which affects control is the car suspension. The most the average owner will want to do with this is to ensure that at least the rear springs are in reasonable condition and that the spring dampers also are functioning. Spring leaf fractures in some remote part of the country can be annoying. Tyres with sound casings, if not treads, are equally important because the pressures will have to be higher—at least 5lb above normal—to carry the increased loads. Tyre pressure also influences control, and again it is only by trial and error that the best settings on both the car and caravan will be found.

My own experience was that, despite an almost equal weight of the car and caravan in the laden condition, the critical speed could be raised easily to the legal maximum of 30 m.p.h. The car, a Morris Oxford, with over 60,000 miles to its credit, weighs 1 ton 1½ cwt unladen, and the caravan was a Jubilee Ladybird. This is a four-berth touring model introduced during last year by Jubilee Caravans, Ltd., of Wednesbury, and it has overall dimensions of 14ft 5in long, 6ft 8in wide and 8ft 6in high. The interior of this van is conveniently arranged with two single beds and a chest of drawers at the rear; the door of a wardrobe on the left side folds across to make this a separate room when required. In the forward section is a sink unit, gas cooker and cupboards on the right side with a settee which converts into a double bed at the front end. Of composite construction, the body is double-skinned with insulating material between the aluminium outer panels and wooden interior panelling, and adequate light and ventilation are provided by five metal-framed windows, a roof ventilator and a stable-type door.

## See-Saw

A caravan with a specification of this type is adequate for touring purposes in this country and, complete with its gas cylinder, weighs 19 cwt unladen. When loaded it weighed exactly the same as the car in its unladen state, so that when the luggage locker of the car had been filled and the family installed, the car was still the heavier.

It is necessary to obtain some idea of the approximate laden weight of the caravan it is proposed to tow so that a suitable towing attachment may be obtained for the car. The type of attachment used will depend not only on the weight to be towed but also on the type of car—that is whether it is of integral construction or has a separate frame and body. Furthermore it will have to be decided whether a permanent or temporary attachment is required. Where

the car has a separate frame it usually extends to the extreme rear of the car and the rear bumper brackets are carried on it. It is therefore practicable to tow with the bumper itself although this will in most cases have to be reinforced. With the integral type of construction, however, the bumper brackets will be attached in a manner which will be adequate for the normal compressive stresses to which they might be subjected, but will be unsuitable for heavy loads in tension.

If the existing bumper mounting points are to be used then some reinforcing is necessary in the form of steel struts welded or bolted from the mounting brackets along the steel underframing of the car in order to distribute the load over a greater portion of the structure. The bumper will still have to be reinforced; steel bars suitably shaped to fit the inner contour of the bumper are available for most makes of car. Those made by C. P. Witter of Chester have the advantage that they are not visible and do not therefore spoil the appearance of the car. The only part of the attachment visible is the ball hitch bolted to the centre of the bumper. However, since this is provided with a polished aluminium cover for use when not towing the fitting is not unsightly.

## Adaptation

Although the Morris Oxford is of integral construction, I wished to avoid if possible any welding or permanent alteration. But the practice recommended by Morris Motors, Ltd. (they go so far as to manufacture the parts and make them available through distributors) is to weld reinforcing struts inside the locker from the bumper support brackets. These brackets hold the ends of large diameter studs to which the bumper is bolted on each side. In view of the weight of the caravan I considered that it should be possible, but not without risk, to do without the reinforcing if a strong towing bar was used which was shaped to conform with the curved rear panel of the car, so that the centre of the ball hitch would be as close to the car as possible. It must be remembered that, when towing, the loads are not always in pure tension or compression because when braking, for example, the action of the caravan brake (operated through the overrun mechanism) tends to twist the van about its own axle, thus applying a downward force on the ball. Also, there is a complete and sudden reversal of loads if a hump back bridge is taken too quickly. Therefore, for complete freedom from worry on this point when towing, follow the manufacturer's recommendations because this will ensure a reasonable safety factor even allowing for the worst road conditions, rough ground or bad driving.

Driving technique does, in fact, play a big part in the pleasures or otherwise of towing, and, of course, road safety. The main thing to remember is not only the extra width of the van but also that it cuts in on any slight turn made by the car. Therefore, when taking bends or passing cyclists or other traffic, take the car out farther than is normally necessary and don't cut in sharply when coming out of the corner or after passing. There is a tendency to overdo this and cause inconvenience to oncoming traffic and the only way to reach a reasonable compromise is to glance at the outside mirror when negotiating a roundabout, for example,

to see just how much the caravan cuts in. After some experience the amount of clearance to give the car will be found. Incidentally, an outside mirror is a legal necessity if the view of the inside mirror is blocked by the caravan, as is usually the case.

Not only is the outside mirror necessary to conform with the law but it is also essential for safety. Your speed when towing is lower than that at which most solo cars will wish to travel, and particularly is this so up hills. Having a dread of being the cause of a queue, my first fault was to keep a constant watch in the mirror and signal, at the first opportunity, any driver appearing at the tail. The results were very disappointing; most would just sit there for a mile or two of clear road and then swing out sounding the horn fiercely, as if we were unaware of their presence, and pass as a blind bend approached. I was, however, grateful to the few who passed quickly with a wave of acknowledgment and went on their way. I found that the competent driver would soon ascertain for himself if it were safe to pass and would do so without fuss. Those with the queue mentality I left to fend for themselves after the first attempt to encourage them past. A point which must be remembered is that you are not visible to following traffic and your intentions therefore are less obvious than usual. Furthermore, the extra width and length of the van make the normal direction indicators almost invisible from the rear and hand signals with the arm well out are essential.

Bearing in mind that a car is designed to propel itself and occupants only and that it was never intended to pull as much as its own weight or more, the engine and transmission need to be treated with every sympathy when towing. To start from rest the clutch must be engaged very gently and subsequent gear changes made smoothly but quickly. The main point is never to allow the engine speed to come down too low in any gear before changing down otherwise speed will be lost too rapidly and the engine will be below its maximum torque speed before the next downward change is made. With a four-speed gear box third gear can be regarded almost as a low top gear in undulating country. Use it frequently and for long periods rather than slog along in top.

Fuel consumption does not suffer as much as might be expected. In fact, the nearer you keep to maximum torque

engine speed, which is somewhere around 2,000 r.p.m. in most family saloons, the more economical the running. I was not surprised to find that the average petrol consumption when towing was actually better than that obtained when the car is used for normal purposes. During the holiday the consumption rate was 25.2 m.p.g. whereas the car normally records about 24 m.p.g. It should be mentioned that "normally" refers to town driving or long journeys made in a hurry. A petrol engine is operating at maximum efficiency around the maximum torque speed and at a load factor of about 75 to 85 per cent, and, if the rear axle ratio is such as to provide these conditions at the normal speed at which you wish to tow, then fuel consumption should be no worse than when making long journeys solo, cruising at between 50 and 60 m.p.h.

### Just Right

In my own car maximum torque speed is 2,000 r.p.m. and this corresponds to a road speed of 32.5 m.p.h. in top gear, so that maximum efficiency was being obtained at about the legal maximum speed. The car was fitted with the old high-gear axle of 4.55 to 1, whereas later models all have the 4.875 to 1 ratio. The high gear was not found to be a disadvantage, although there is no doubt that the lower gear gives greater flexibility in top gear and provides a lower overall gear in bottom for severe gradients. But hills which were as steep as 1 in 6 were climbed without difficulty.

Surprisingly enough, another Morris Oxford owner pulling the same weight but with the lower gear twice failed on 1 in 6 gradients and had to make long detours to avoid them. The sole reason was that he had simply coupled up to the caravan and driven off on his holiday with the car untouched. It may well have been giving a perfectly satisfactory performance for normal business or pleasure purposes but there are certain very simple maintenance jobs which take no time and yet give such vastly different results when an engine is pulling under heavy load. Clean plugs in good condition with the correct gaps for the type of coil used and the correct contact breaker gap, again with clean points, will make the difference between success or failure. Other points to check are that the carburettor is working

Across Bodmin Moor with the Jubilee Ladybird in tow.



## BEGINNER'S LUCK . . . ? . . . . . continued

properly with the correct mixture strength and that the cooling system is reasonably clean. Flush out the radiator with one of the patent solutions available and refill with clean water. I was also tempted to fit a radiator thermometer, but decided that, as this would not stop boiling, there was little use for one on this occasion.

If brought to a stop on a steep hill by lack of engine power there is nothing to be done but turn back. To do this will mean uncoupling the caravan after its handbrake has been firmly applied and manhandling it round until it faces downhill again. The car can be driven on until a convenient spot is found to turn round and then backed up to the van again. The best way to ensure that this procedure does not become necessary is to tackle the hill properly in the first place; that is, if it is obviously a bottom-gear climb, get into bottom gear before starting the hill and take it steadily at 10 or 15 m.p.h.

### Temporary Defeat

If you have to stop involuntarily then the limiting factor in restarting will probably be the clutch and not the engine. Chocks behind the rear wheels will be of considerable assistance to the clutch in its struggle to transmit sufficient torque for the restart, but it is important to see that the chocks are not left on the roadway because of their very real danger to motor cyclists, particularly in the dark. If this fails it may be possible to drop back until the caravan is at right angles to the line of ascent; this will allow the car to be restarted up the hill before the full load of the van is again taken up.

Equally as important as good engine power, in this sort of manoeuvring, is good braking by both hand and foot. In fact, attention to the brakes should receive priority before any towing is attempted. When a car is pulling twice its normal weight, the brakes will have to do twice as much work as they do under normal conditions. The over-run brakes of the caravan have a limited efficiency only, so that a good proportion of the additional load will be transferred forward on to the brakes of the car. Normal adjustment will be all that is necessary on many cars, but where efficient braking is not obtained even after this has

been carried out, then more detailed attention must be given. The hand brake must not be forgotten and if it is of the pistol grip type do the best you can with it.

Some potential caravanners may be put off by the idea that backing a caravan is something that can be done only by the long experienced and highly skilled. They need have no fears, however, because it is simply a knack which can be acquired by anyone. Some experience is necessary but after the third or fourth attempt the technique should be mastered.

No explanations of how it should be done would be of any use, but to start you off on the right lines, first engage the locking device for the over-run brakes and then when backing turn the steering wheel in the opposite direction to that in which you would normally turn it to back the car into the same position. This will set the van off in the required direction and the next step is to straighten up the wheel and start to follow the van round. If it swings too far in any one direction always remember that it is the opposite lock on the steering wheel that will correct it—opposite meaning the reverse to that which would be used to make the same directional change to the back of the car.

### Legal Points

Finally, a few legal points; although no additional tax is necessary when a caravan is towed by a private car, the insurance company should be notified to ensure that at least third-party cover is obtained; only the towing vehicle need carry front lamps and the caravan a rear lamp, except where the distance between the two vehicles is more than five feet, when each must be fully lighted; also if any part of the caravan projects more than one foot beyond the front lamp of the car on either side then a separate side lamp must be carried on the side of the caravan which exceeds the permissible overlap; a number plate with the number of the car should be carried at the rear of the caravan and must be illuminated at night in the usual way; the speed limit for a car towing a two-wheeled trailer or caravan is 30 m.p.h. and this is reduced to 20 m.p.h. with four-wheeled trailers.

Nearing the top of the long steep pull out of Wadebridge, just one of the many stiff climbs encountered in Cornwall.





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# PLASTICS and SPORTS CARS



The line of fifteen presses, of 250 to 500 tons capacity, installed in a new Chevrolet body plant for pressing and curing plastic parts for (left) the plastic-bodied 160 h.p. Corvette sports car.

## CONCOMITANT DEVELOPMENT IN AMERICA

By H. WILKIN PERRY

**F**AVOURABLE acceptance of British and Continental small cars imported into the United States after World War II, and of sports models brought in since 1950, has impelled several major domestic automobile companies to introduce sports models at January shows this year. The move is an innovation not only for the manufacturers but also for the public, whose preference has been predominantly for large, powerful, rigid-top cars of saloon and coupé types that provide comfortable seating for four to six persons, protection against weather of all kinds, and ample storage space for luggage.

Such cars are suited best to the American wanderlust temperament and the continental expansiveness with its great network of wide, hard-paved highways on which speeds of fifty or sixty miles per hour can be maintained for long distances, particularly on the straight, level stretches between the eastern mountain ranges and the Rocky Mountains, some 2,000 miles to the west. Motorists think nothing of driving 300 or 400 miles daily on long trips or tours in the big cars they use for commuting to work in the cities and for marketing in suburban com-

munities and farming areas. Several minor companies have tried in past years to build up volume sales of small car models, but have met with relatively little success. This field has been pre-empted since World War II by the Willys-Jeep general utility models, now in considerable demand for various uses.

### Gullivers

How large a market can be created for the new models has yet to be determined. They will seem incongruous and not very safe among the mammoth tractor-trailers bowling along the heavily travelled inter-city highways, but the General Motors, Chrysler and Kaiser-Willys corporations are taking the gamble. General Motors especially is "laying down the blue chips," with its Chevrolet division scheduled to produce 10,000 Corvette sports cars this year and the Buick division taking a hand in the game with its Wildcat. The Plymouth division of the Chrysler Corporation announced a Belmont sports model and Kaiser-Willys, Inc., a Kaiser-Darrin 161 model. All these makes were displayed last January at shows in New York City.

Sports car races with road-type models have been run annually for several years in the United States, not-

ably at Watkins Glen in south central New York State and by the Air Force at various air bases. The U.S.A.A.F. is now sponsoring a series of races, including a 200-mile championship, to be run on May 2 this year at its base near Washington, D.C. The promoters expect an attendance of 150,000 or more. Hereafter, the event is to be open to participants from other countries.

The third International Motor Sports Show was held in New York (February 6-14). More than ninety models, ranging in price from nearly \$1,400 to \$25,000, were displayed by British, French, German, Italian, United States and Argentine manufacturers. Attendance averaged more than 17,000 per day and car sales in the first five days, running 10 per cent ahead of sales in the corresponding period of the 1953 show, totalled more than \$1,000,000 (£357,000), with the exhibitors predicting a 50 per cent increase in the volume by the end of the show.

What most distinguishes the American sports cars from most of their overseas counterparts is that all have reinforced plastic bodies which are sleek, light, tough, rust-proof and easy to repair if punctured or gashed. The Chevrolet Corvette, which was first shown in January, 1953, is now in quantity production. Some Kaiser-



## PLASTICS AND SPORTS CARS

..... continued



The Plymouth Belmont experimental sports car, which is not yet in commercial production.

Darrins are in the hands of dealers but the Buick Wildcat and Plymouth Belmont are still in the experimental stage. Wheelbase and overall dimensions of the Wildcat and Belmont compare closely with those of the Corvette, but whereas the latter is powered with a six-cylinder, 160 b.h.p. engine, the Wildcat engine is a V-eight of 220 b.h.p.

Many design and engineering features for the comfort and convenience of motorists are incorporated in the Corvette. The bonnet is hinged at the front for easiest access to the engine and can be locked open for safety. The fabric top is hinged and can be lowered into a covered compartment directly behind the seats. There are no outside handles on the wide side doors, which have capacious inside compartments containing ash trays. Clear-plastic side windows fitted with ventilating panels can be removed by operating a knob on the inside of each door and then stored in the rear luggage compartment, which has a capacity of about 10 cubic feet. A

spare wheel well is recessed in the floor of the compartment and fitted with a hinged cover having a bolt through the centre for holding it down.

Manufacture of the plastic bodies, as described in great detail by Mr. E. J. Premo, of the Chevrolet division, in a Paper delivered at the annual meeting of the Society of Automotive Engineers last January, presents many problems and is still experimental. Component parts cannot be stamped out in huge presses at a rate of one a minute as with sheet steel. Most of the work is done by hand. Moulds and dies have to be made for pressing the various parts, sheets of material must be laid up immediately before pressing because they cannot come ready made like steel sheets from rolling mills, and pieces of the right shape and size for each individual part must be cut out of the sheet with hand-manipulated power shears, instead of stamped out rapidly in a power press. Then, as each piece is pressed to form, it must remain in the press while it is cooled to harden the plastic, which requires considerable time.

Although the processes are slow and the amount of handwork makes the labour cost high, these disadvantages are offset largely by the much less expensive presses and dies required and the saving of time in making the moulds and dies. Materials used by Chevrolet in the manufacture of Corvette bodies are rolls of mat made of Fibreglass strands, spools of roving in the form of loose yarn-like rope, woven Fibreglass cloth, syrup-like polyester resin, various filler materials, organic peroxide and other chemicals used to activate the resin, accelerate hardening and reduce the curing time. The 340 lb total weight of a body consists of 136 lb of glass fibre, 152 lb of resin and 51 lb of filler material—such as clay, talc or calcium carbonate. The filler not only reduces the cost of a body but also increases the rigidity and strength, reduces shrinkage and "crazing" of the thin, cured body skin, and makes possible a better finish.

### Accurate Pressing

One production method, known as the matched metal-die process, starts with the making of mating dies of cast iron or steel plate and machining them accurately to leave between the upper and lower halves, when closed in the press, a space exactly equal to the desired thickness of the body part after pressing and cooling to harden it are finished.

Preforms of a part to be produced are made on perforated metal screens shaped to the inside of the part and mounted on a rotating table. As a blower deposits short lengths of Fibreglass roving on the screens, the material is distributed evenly by the table rotation and is held in place by underneath suction. Small quantities of liquid resin are sprayed on the roving intermittently to hold the fibres together as the required thickness is built up. Then the preform and screen are moved into an oven heated to 350 deg F which cures the resin in about three minutes. The preforms so made are placed in the matching dies, a measured amount of resin mixture is spread on the preforms, the dies are closed, fastened in a hydraulic press of 100 to 150 lb per sq in capacity, and cured by steam at 240 deg circulated through the dies.

Tooling for this process can be done in four to eight months and automobile body parts produced at a rate of 100 per machine in an eight-hour day.

Another method in use, known as the pressure-bag process, was developed in

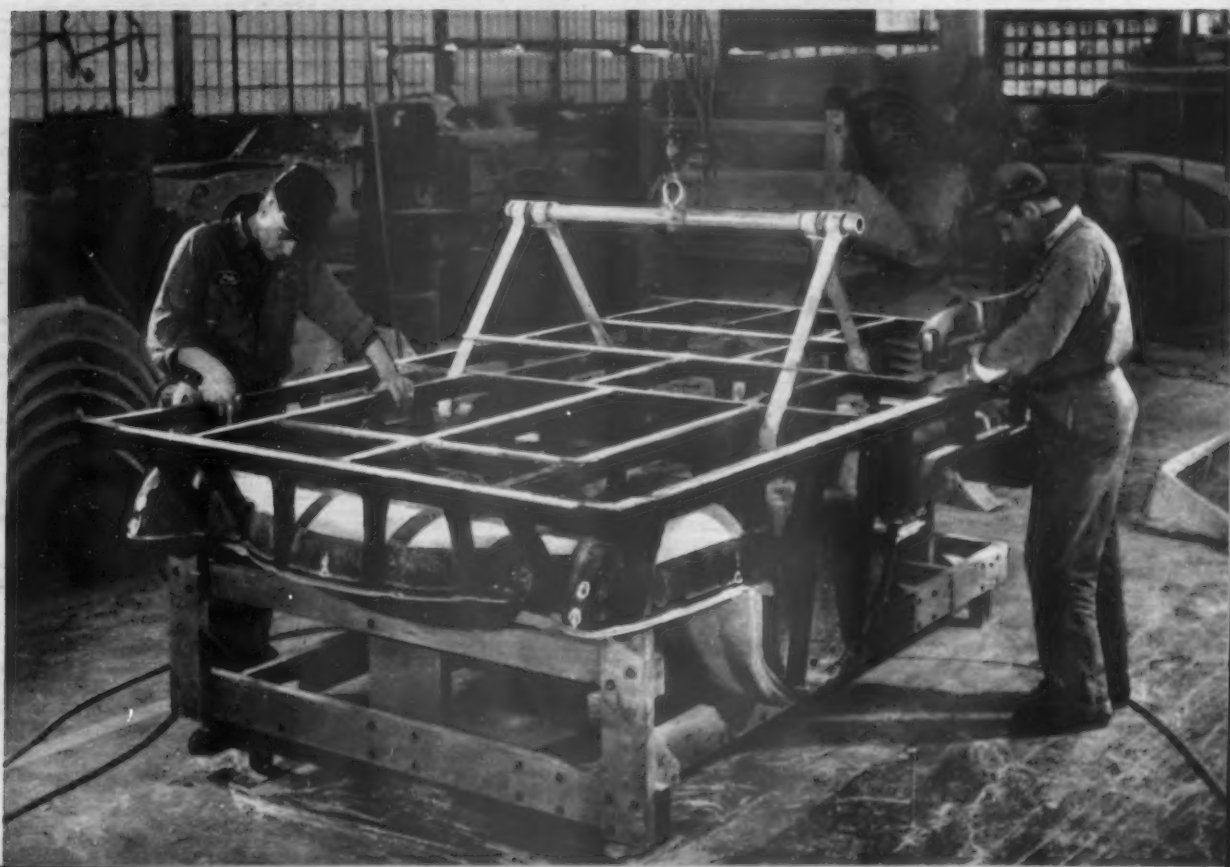
*Continued on page 508*



Some of the twenty-four major plastic parts that form the Corvette body. The largest single piece is the underbody, which includes the floor, lower portion of the sides, a depressed spare tyre well, rear mudguards and a part of the fascia.

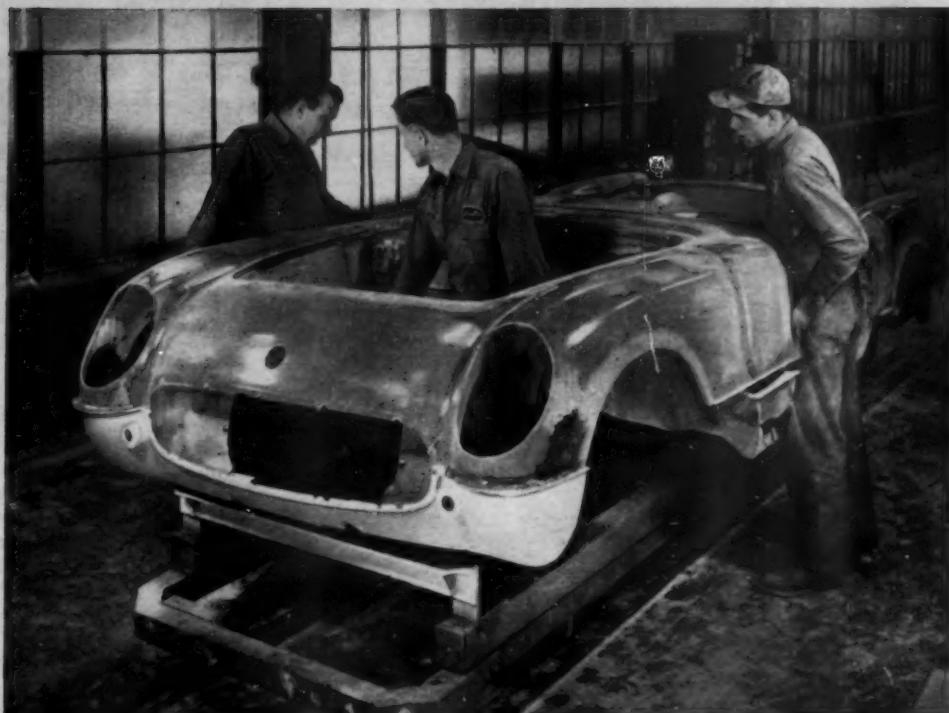


Assembly of the body starts with the underbody clamped in a holding fixture, and the drilling of holes for bolting the body to the chassis at eleven points. A drill jig is being lowered by an electric hoist on to the underbody for accurate positioning of holes to be drilled. In the lower picture the drill jig is shown in position on the underbody. It is made entirely of reinforced phenolic tubing with bolt-hole locating faces made of resins reinforced with Fibreglass.



## PLASTICS AND SPORTS CARS ...continued

The complete front upper panel assembly positioned on the main assembly fixture, which is mounted on wheels that roll on rails.



the small boat industry for producing plastic hulls and decks. It employs moulds consisting of matching upper and lower halves which can be clamped together, and an inflatable rubber bag for attaching to the upper half. In operation, workmen build up a sheet of several layers of Fibreglass mat on a table and cut out shapes to fit in the mould with power shears. They coat the mould faces with a parting agent and spray polyester resin on it to a thickness of 0.01 to 0.02in, then lay a glass-mat shape in the mould and saturate it with resin by spray gun, which mixes an activator with the resin as it issues from the nozzle. Then the pressure bag is fitted carefully over the mat shape, the mould is closed, compressed air is admitted to the bag at a pressure of 50 lb per sq in, and the plastic cured for about an hour by hot water circulating through passages in the lower half of the mould.

After the formed part is removed, men trim off the flash with a grinding wheel and smooth the edges and surface with a sander.

### Two Dozen

Of twenty-four major parts which are united to make a body, the largest unit combines the entire floor from front to rear end, the toe pan and lower portion of the fascia panel, the rear quarters and rear panel up to the widest part of the body. This underbody is attached to the chassis frame by bolts at eleven places and stiffens the chassis so well that few reinforcements are needed.

Assembling of the other parts with the underbody starts with the latter

clamped on a fixture and the drilling of attaching holes by means of an electric drill jig. Then the underbody is placed on a rotary fixture where sills and floor reinforcements are coated with bonding resin and riveted in place with  $\frac{1}{16}$ in aluminium rivets used for holding them in position while the resin cures. Next, the underbody is put on a wheeled steel jig that moves on rails and holds the body in shape as upper panels, doors and other parts are assembled with it. The upper parts are made at feeder stations in the same way as the underbody and all parts are united on the main assembly line to complete the body.

### Finishing

Finishing operations include careful cleaning of all panel surfaces, sanding portions to be given a high-lustre paint finish, steam cleaning the whole body and painting. Two undercoats of paint are applied, oven-baked at 180 deg F, and finish-sanded. Exposed interior surfaces are sprayed with two lacquer coats and outside surfaces with three coats, all baked to harden them. The previously fitted side doors and covers of the hood-storage and luggage compartments are added, the body is lowered on to the chassis and bolted in place, and finally the engine bonnet is installed and adjusted.

Test pieces of body parts  $\frac{1}{10}$ in thick have shown a minimum tensile strength of 20,000 lb per sq in, which approximates to that of sheet steel  $\frac{36}{1000}$ in thick. Lack of stiffness is compensated for largely by the greater vibration-damping quality of the reinforced plastic. Panels are required to

withstand without fracture the impact of a  $\frac{1}{2}$  lb steel ball dropped from 12in with the panel at a temperature of -20 deg F, and dropped 10in on to a panel heated to 212 deg for seven days.

### Repairs

Cracks and small punctures that may occur can be repaired by cleaning the area around them with a sander, filling the crack or hole with a mixture of short-length glass fibres and resin, allowing the resin to cure, then sanding and finishing the repair surface to the body contour and painting it to match the colour. A large hole broken through a panel requires similar treatment, plus cutting away loose material, placing a patch of glass cloth soaked with resin over the break and allowing it to harden, then filling the hole with the resin mixture from the outside. A very severely damaged panel may need an entire replacement, or the ruptured section can be sawn out and a matching piece inserted. Edges of the panel and insert should be bevelled to form a V at the meeting line and the inner side of the joint reinforced with resin-saturated glass cloth. The groove should then be filled with plastic mixture and, after it hardens, the surface is smoothed with a sander and then painted.

Corvette bodies, from the component plastic parts to the finished structure, are produced in the only plant ever built and used especially for manufacture of plastic automobile bodies. It has a floor area of 30,000 sq ft and contains all equipment required for turning out 10,000,000 lb of reinforced plastic parts per year.





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# CONDUCTING TOUR

## WIRING FOR THE NOT-SO-NEW CAR : HOW TO FIT

### IGNITION LAMPS AND OTHER TELL-TALES :

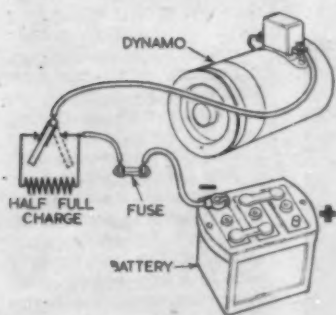
### FUSING TO PROTECT COSTLY BULBS

By J. R. DAVEY

**T**HERE is a considerable desire on the part of motorists not only to add with their own hands fog lamps and other electrical accessories to their cars, but also ignition warning lamps and ammeters. This article explains these circuits, and also deals with such subjects as wiring accessories properly, what good cable should be, the main principles of rewiring a car, and fuses which will protect expensive lamp bulbs. Actual components such as the distributor are not dealt with, because they are fully described in manufacturers' publications and in simple popular textbooks such as *The Autocar Handbook*. But most owners are not very well informed about the wiring and its little incidentals and fuses; and even the learned and famous are baffled by wiring diagrams.

The author makes no claim to be anything but a plain motorist, but is fortunately placed in respect of the advice of good mechanics and of electrical firms; and he is sure that anything he could understand and do for himself—on his own basically pre-war car—should present no difficulty to another owner of like mind.

Although it looks very difficult to wire up an ignition warning lamp, if one looks at the wiring diagram of a car which features one, it is actually simple. A lead is taken from the input terminal of the dynamo cutout to one terminal of the bulb of the warning lamp; another lead is taken from the output-to-coil terminal of the ignition switch to the other terminal of the bulb. In practice, the ignition switch terminal may be very difficult to get at on the inaccessible side of the facia, and if so it is possible to use the "in" terminal of the coil. Such a warning lamp lights when the dynamo is not charging, either because its speed is too low or because it is faulty, because battery current from the coil low-voltage system is discharging into the windings of the dynamo, via the warning lamp filament.



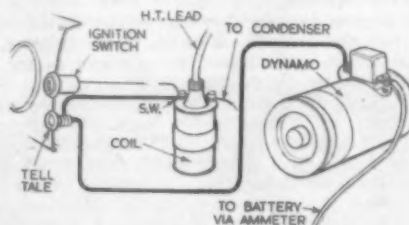
A half-charge circuit for a third-brush dynamo. With the two-way lever switch at the full charge position, current goes direct to the battery. With the switch at "half charge," the current passes through a resistance.

Facia warning lamps for traffic indicators or a reversing lamp are more easily wired. One side of a bulb is earthed to the car, and the other wired to an output terminal of the switch, but with traffic indicators each indicator requires its own bulb. Two lamps, or one lamp with twin bulbs, are needed, because a single bulb would connect the two circuits and result in both indicators going up simultaneously.

Although there does not seem to be a warning or tell-tale lamp as a car accessory, there is no need to spoil a smart facia with a home-made one, for wireless shops are rich in such lamps. In fact, the Bulgin catalogue seems to list something like fifty varieties, one of which produces three

different coloured warnings from the same small lens, and in any lamp one can have a red, blue, green or amber lens. I use one with a small round glass lens in a chromium-plated rim, and the invisible portion has a long threaded shank which suits a fairly thick wooden facia.

Such lamps (and also parking lamps) use different bulbs from those usually employed behind a car facia. Torch bulbs will not answer in a car, but it is satisfactory to use 6-volt bicycle dynamo bulbs, which are resistant to vibration and overloads. Fuse clips—a strip of insulating plastic with a spring clip at each end—are obtainable at wireless shops,



An ignition warning light. One lead to the bulb comes from the dynamo. The other is connected at a convenient point along the ignition-switch-to-coil cable, or its terminals at switch or coil.

and will take a tubular car instrument bulb. Such a clip and bulb can be mounted behind a tell-tale lamp lens, instead of using a torch-type screw-in bulb, in 12-volt systems.

The necessity for tell-tale lamps for some components which must not be left switched on when the car is put to bed (such as a windscreen defroster) is avoided by taking their leads off the "out" terminal of the ignition switch, so that this switch cuts them off. Traffic indicators often have self-cancelling provision, but I do not care for this, preferring a traffic indicator that will stay out as long as one wishes it to do so, with a facia tell-tale warning. It is comical (although there is a good reason) that the tell-tale most often provided on a present-day car is to tell whether head lamps are dipped or not when they are on. It would be useful if one had some means of telling whether, when one has a foot dipping switch, the lamps would be dipped or undipped if one switched on. So often, when needing head lamps, one has to wait a long time until there is a gap in the oncoming vehicles, in case the lamps come on at "main." I prefer hand dipping for other reasons, too. But there is not available in Britain a simple long-lever dip switch for clipping to the steering column.

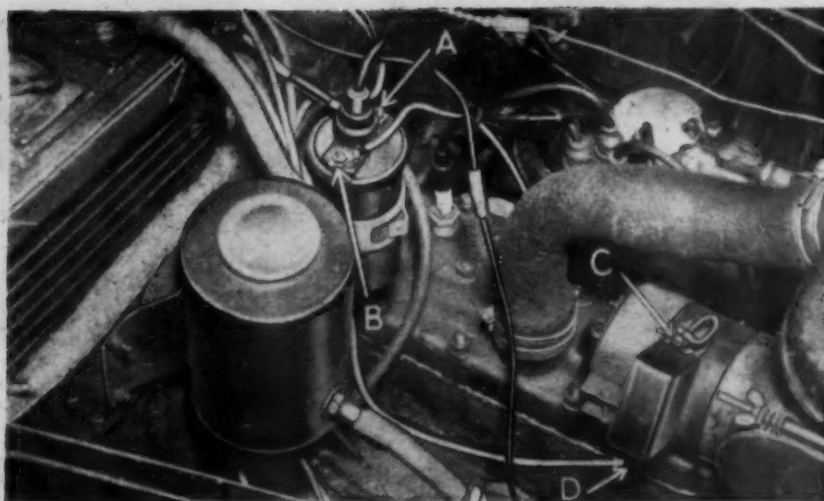
### Ammeters

Sometimes an owner wants to fit an ammeter to a car which does not already have one; this is simple. The second main lead from the battery, which serves the facia and its switches with current, is taken to the terminal on the "charge" side of the ammeter, usually the right side. It is the only lead to go to that terminal. On the "discharge" terminal are usually the charging lead from the dynamo; a lead to the ignition switch; a lead to the lighting switches. Indeed, all current consumers are usually fed from this terminal



## CONDUCTING TOUR . . . . . . . . continued

Terminals mentioned in this article. "A" is the coil input terminal, fed from the ignition switch; "B" is the coil-to-condenser terminal; "C" is dynamo to cut-out; and "D" is cut-out to battery, via the ammeter.



except the starter; that monstrous appetite is always fed direct from the battery by its own thick cable, and never through the ammeter.

So all current consumption (except the starter's) and the charge from the dynamo are on the same terminal. Any charging surplus spills across the ammeter to the battery and swings the needle to charge. When current demands are in excess of the dynamo's output, the battery makes up the deficiency, and a reversed flow across the ammeter from the battery swings the needle to "discharge."

If your car has an old-fashioned third brush dynamo, the third brush has to be kept at full charge, or the dynamo will not meet the requirements of the lamps on a night journey. In daylight, when a slightly discharged battery gets this full charge, it is not very good, I am told, for the positive plates. Conversion to constant voltage implies a new dynamo, ingenious perversions of the existing system being rather full of snags; and the third brush is not rigid enough in its mountings to be subjected to some sort of push-pull Bowden control from the fascia. The simplest arrangement is the old half-charge resistance in the dynamo-to-cut-out charging lead, brought in optionally by a "half charge" fascia switch.

Third brush dynamos which are set to give their full charge (or they will not cope with the head lamp demands) are often 6-volt machines giving 12 amps. Six amps will

provide adequate but not excessive charging and the battery will have a better time of it. A resistance in ohms is volts

6v

divided by current. In this case Resistance =  $\frac{6}{6} = 1$  ohm.

6a

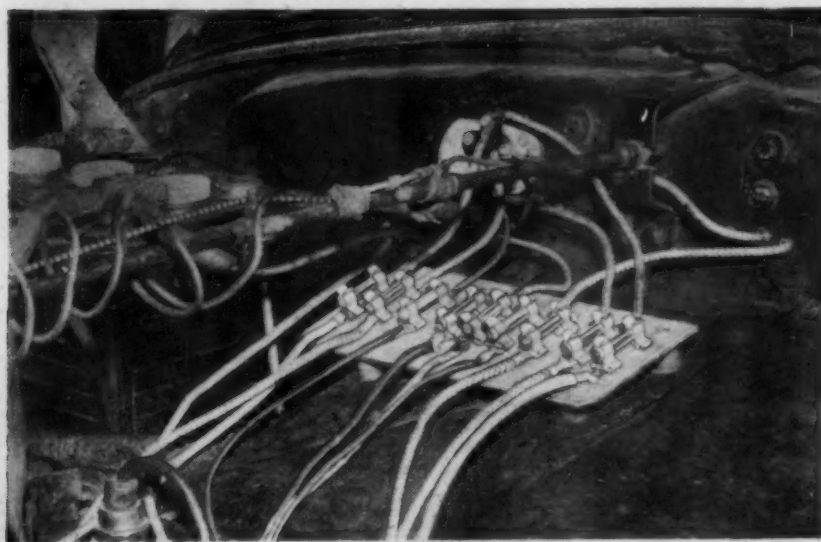
So if a 1-ohm resistance is incorporated, it will absorb 6 amps.

I have wired this with a two-way switch, which should be a lever switch, so that one can see whether it is at the "half charge" or the "full charge" position, which should be lettered if you can manage that neatly. A motor cycle dip switch is convenient for the purpose: the charging lead from the dynamo goes to the "in" terminal of the switch. From one of the alternative "out" terminals a plain cable goes to the battery live terminal, and from the other terminal a cable interrupted by the resistance.

When we amateurs wire up a new accessory or otherwise play with circuits, the result, with fat bulges of insulating tape and connections on the granny knot principle, often does us little credit. It ensures a good joint, when two wires are joined, or when an eyed terminal is fixed to a wire, if solder is used. There is a very convenient form which is a tape of solder containing its own flux. The joint can be made with a match. Rather than use insulating tape over such a joint, it is much neater to slip a length of close-fitting rubber tube over it, and the same applies to the long metal shank of certain terminal clips and fittings.

Terminal nuts should be doubled as locknuts, or can be fitted with a spring washer. Push-pull switches usually have terminals with a hole for the lead and a securing grub screw. If the size of the hole permits, the wire will be made more secure if the end is bent over in a loop before insertion; anyway, the wire should fill the hole.

A lamp is let down by a



A home-made fuse panel for lamps. The base is of plastic impregnated plywood, and is mounted by four self-tapping screws through rubber feet. This, with the separated cables, is not tidy; but it is extremely accessible.

bad earth lead as often as by a bad live lead, and it is proper to use brass nuts and bolts for earths, and to solder the connection. Disappointing results from new lamps of high wattage are often caused by wiring of inadequate capacity introducing a voltage drop; indeed I have measured a 1½-volt drop in a standard maker's wiring harness between the battery and a new and more powerful head lamp. This was some years ago, and modern wiring is much improved. It is one of the things which seem to be much better than before the war. Nevertheless, the replacement of 36-watt by 48-watt bulbs may be beyond the capacity of the existing wiring.

### Heavy Duty

The technicalities of wiring strands and cores are complex. But if, in buying cable, you ask the storekeeper for heavy duty cable and describe the fitting it is to feed, you should be all right. A mental picture of the kind of wire supplied with a powerful auxiliary lamp by the maker of the lamp (who wants it to do him credit and is never mean about wire), is really the layman's best guide!

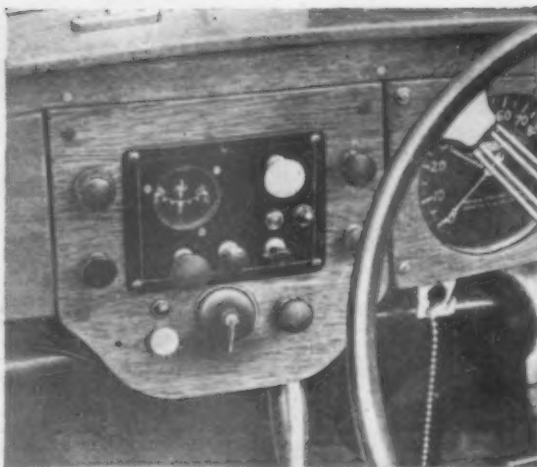
More technically, however, the standard requirement for lighting and charging circuits is tinned copper wires made up to 0.012in in diameter. This is for 12-volt systems; 6-volt wiring should be four times as heavy in cross-section. Cable insulated with rubber and then braided cotton is not very chafe-resistant or damp-proof, unless it is of the kind which is thickly coated with special thick varnishes or celluloses. Such coatings should be thick and glossy and should not wrinkle or crack when the cable is bent. A recognized proprietary brand is desirable. And there are metal-braided armoured cables for places where chafe is unavoidable. The best high tension cables for the ignition seem to be those with a p.v.c. plastic insulation, which appears to go on indefinitely without cracking or weathering.

The standard way of measuring how much wire is needed is to mock up a circuit with string and afterwards measure that. But allow for graceful curves, not sharp bends and bee-lines between points. Thus one buys the right amount of wire, with not an inch wasted.

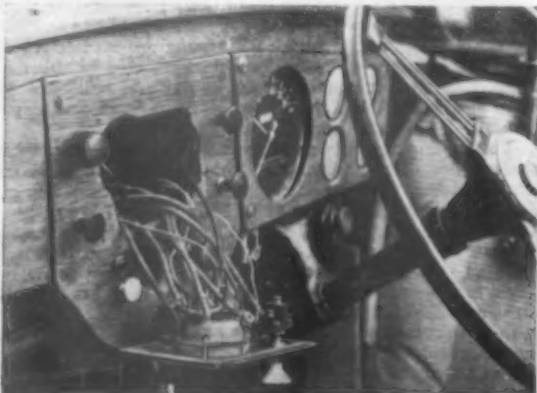
### Use of Grommets

In making any addition to the "electrics" of a car it is a crime to take an insulated wire through a steel panel without using a rubber grommet. They are obtainable in all sizes from garage stores, but it is worth remembering that the continuous-circle kind are easier to fit and remain in place more certainly than those which are cut so that they will make a "C" when pulled open. The continuous kind has to be slid along from the very end of the wire, of course. These grommets are also correct for passing pipes from radiator thermometers through a bulkhead. The bulkhead hole is drilled to be very slightly smaller than the sunken waist of the grommet, so that the latter, with its wire inside it, is an interference fit in the hole—noise, chafe and fume-proof. Inevitably, there are some points in a new lead to such a fitting as a fog lamp where chafe is inevitable. The lead may pass through sharp-edged slats of the grille, for instance, to avoid drilling holes in the front panel of the car. In this case, a small length of rubber piping, a jam fit between the louvres, may be used. A length of rubber piping slipped over the lead at any place where it may chafe is a good idea.

I really cannot think that there is much purpose in a handbook or an article attempting to explain the mysteries of wiring diagrams to ordinary motorists like myself. Pictures of girls with square legs, one eye and green hair, by cubist artists, do not look very much like girls. But they are as faithful as photographs in comparison with a wiring diagram. As a professional electrician explained to me, they are perfectly clear if you are familiar with the actual wiring; otherwise you cannot hope to reconcile those neat squared lines on the paper and the complex, snaky black bush of seaweed which is what you get when you remove the cable harness from a car. The pretty trace colours are all black, or blackish. Leads plunge into the trunk and emerge obscurely in hidden places.

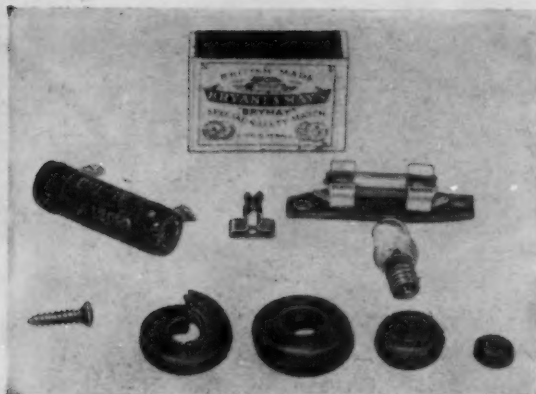


A wooden fascia superimposed on a steel one by self-tapping screws in sunken holes, which are concealed by wood dowels. Lamp and ignition switches, with an ammeter, are in a black plastic panel, which is easily and accessibly released (below) by visible screws. The ignition and Trafficator tell-tale lamps are chromium-rimmed wireless units by Bulgin. White knobs are used for the cornering lamp and instrument lighting, as these are frequently used in driving.



My own car being two and a half years old, I found myself subject to occasional electrical faults in obscure places. They always baffled me, and always led to the last-ditch expedient of taking a direct wire from the battery to the component, and expensive professional diagnosis later. It would have been quite simple and inexpensive to have a replacement cable harness, but I had thought of amateur rewiring, as everything could be made accessible and individually fused, and I would know intimately the whole system. Almost immediately, this belief was justified, for a fault developed on a night when I was not carrying a torch; it was traced in half a minute, more or less by touch, and rectified in another half-minute by the light of a couple of matches. I can foresee no trouble for a stranger to the car, because the connection between any component and its fuse and switch can be followed in a casual visual inspection.

Besides extracting the "seaweed" on my own car, I had to create access to the behind-the-facia-region, where all fastenings were unreachable, and rusted up, anyway. A Bakelite section broke up nicely when tapped here and there with a hammer; and a large square was cut out of a steel section. All was revealed, and a complex, messy all it was, too. I have rewired in the simplest manner, following the principle of each component having its own switch, except for the grouping of side and tail lights on one switch. This makes fault tracing elementary, and all but two switches, with the ammeter, are on a removable black panel which



Useful oddments: In the bottom row are a self-tapping screw, which is inserted in steel panels in a plain hole slightly smaller than the shank diameter (without threads); and various rubber grommets for passing cables through panels, of which the split kind is least secure. Above are a one-ohm resistance; a plastic-based wireless clip for fuses or instrument bulbs, and a small tool clip which can be used for the same purpose; also a tough cycle-dynamo bulb, which will answer where ordinary torch bulbs fail.

## CONDUCTING TOUR . . . continued

can easily be withdrawn for inspection. Leads pass through to an accessible fuse panel on the engine side of the bulkhead. Small "tool clips" hold tubular glass-cased fuses. For attaching the clips, and everywhere else in the new "electrics," nothing but one size of nut and bolt—a common size in electrics, and often found in proprietary components—has been used.

The principles of fusing are this: Volts  $\times$  ampères = watts, and so in a 12-volt system, a 48-watt bulb uses 4 amps. In circuits where the fuse is required only to protect the car from catching fire if there is a short circuit, 25-amp fuses are usual; they are tough, but not tough enough to hold out against a short circuit. It is customary in cars for the whole lighting system to share one 35-amp fuse, but it makes fault finding much easier if each component has its own fuse, as well as its own separate wire. (Grouping leads into a thick harness is a manufacturing convenience—cable harnesses are responsible for an enormous saving in the first cost of a car.)

When a fuse is to be installed in a lighting circuit where at present the bulb acts as a fuse, it needs to be an appropriate one. Car bulbs are costly, and, if you have Continental lamps, very costly indeed.

Car bulbs are quite tough. They have to stand the initial heavy "shock load" which occurs when switching on with a cold filament, surge of current, and the enthusiasm of good batteries, which when in form produce rather higher than their rated voltage. Exactly the same applies to fuses, for these little strains will not fatigue or blow them, and a "6-amp" car fuse isn't quite as sensitive as a 6-amp textbook fuse or wireless fuse! But it will blow if there is a serious overload, and protect a 6-amp bulb, in fact.

Head lamps should be fused separately, so that the blowing of one fuse does not plunge one into darkness at speed, a terrifying mishap. If the circuits are fused to protect bulbs, dip filaments need protecting as well as main ones, so that four fuses are required. An invaluable feature of any

auxiliary lamp, long-range, pass or fog, is that if it is wired entirely separately it is available in complete head lamp failure. If head lamps, and side and tail lamps, are worked by two separate switches, the head lamp switch should be fed from the OUT terminal of the side lamp switch, so that there is never any risk of proceeding under head lamps alone, the driver not noticing the extinction of the others.

Ignition circuits are not fused, and this is right. But some cars have no fuse in the dynamo to battery charging circuit. If a dynamo "goes haywire" it may cause damage, especially to the battery, and I have experienced this. A fuse in this circuit should cover the requirements of maximum dynamo output, with a margin to spare.

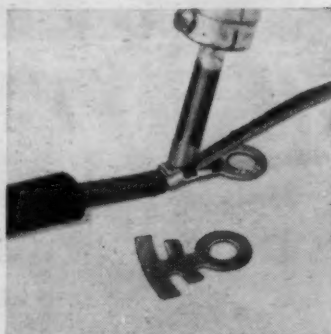
I think side lamps which are invisible to the driver can be a great menace. Some time ago an unknown right-side bulb failure during a mist, when a left-side fog lamp and not the head lamps were in use, caused me to be taken for a motor cycle by an oncoming driver until his last-minute swerve, when I had realized the position and just got dipped head lamps on in time to warn him. Separate side lamps on top of the wings were fitted the next weekend. But many would prefer facia tell-tale lights to their existing invisible lamps. Existing tell-tales assure you only that the lamps are switched on, not of a bulb failure. A reader's method of wiring these—sound, though perhaps a little elaborate—has come my way and is appended:—

"Essentially, it consists of four 3.5-volt 0.3-amp bulbs wired in series with the side and rear lights. The current used by these bulbs does not cause any significant dimming of the side lights. To overcome the difficulty that failure of the warning bulbs themselves would also extinguish the corresponding side light, a shunt was incorporated across each warning bulb. A 5-ohm resistance was found to be suitable for this purpose.

"In the event of a warning bulb going out it would still be impossible to tell if the side light or warning bulb itself had failed. A cross-over switch was accordingly inserted in the two side- and rear-light circuits. By this means it is possible to use the opposite side as a test circuit. Thus, for example, if the right-side warning light goes out, but relights on the circuits being changed over, then the side lamp has failed. If, on the other hand, the warning bulb still remains out, then it is faulty.

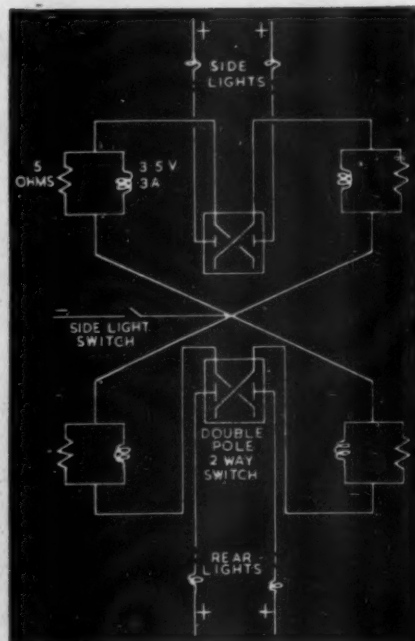
"The only rewiring necessary to incorporate this device is to interrupt the leads to the four lights concerned at the first convenient point and connect them to the warning device by a new length of cable after taping up the cut live end from the switch. All components can easily be housed in a small box of internal size 1½ in by 3 in by 3½ in. The cover plate has four holes opposite the warning bulbs, the former being covered on the inside by a strip of green translucent plastic."

(D. SNOW)



Left: Correct fixing of a cable tag. The long tabs are bent round the insulation and the short ones round the bared wire, the latter being given a dab of solder. A length of rubber tube (left) is ready for sliding over the shank. Never use hook tabs, but always complete circles.

Right: A side and tail lamp warning circuit.





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## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### Collector's Piece

#### Early Driving Licence Details

[65546].—It is interesting to see reference to the first issue of driving licences, particularly a No. 1 Glasgow (*The Autocar* of February 10, page 257), as this is the Jubilee Year of the first driving licences in this country.

Being one of the holders of the first licences issued by the London County Council, on January 1, 1904, but not one of the earliest applicants—my licence number being 2019—I thought some details of early licences might be of interest, particularly as I hold a licence for every year since 1904.

As will have been noticed (from those illustrated) these single sheet (stiff paper) licences had a space at the bottom for renewal, which carried them to December 31, 1905 (the Glasgow licence illustrated appeared to have space for two years' renewal). January 1, 1906, L.C.C. licences were issued with stiff covers (about twice the size of present licences) with the same number as previously (in my case, 2019). This number continued with me until January, 1909, when I took out a licence in another county.

No provision was made for endorsement until this issue, and I find mine contains an endorsement that, on February 22, 1906, I exceeded the 10 m.p.h. limit in Hyde Park, and was fined 40s and 2s costs—the car was a 24 h.p. four-cylinder Napier.

I had been fined previously at Basingstoke on July 17, 1905, for exceeding the 20 m.p.h. limit (then applying all over the country). My actual speed was 26 m.p.h., and I was fined £3 and 12s costs, or a month. The car was a 24 h.p. Bollée. Such was

the official attitude then towards this new means of transport.

My last endorsement and fine were on September 24, 1913, at Wimbledon (I was on that occasion driving a 90 h.p. Panhard) and I was fined 20s—after previous convictions. It is interesting to note that the fines had been reduced from £3 to £2, and then £1, over this period. This last endorsement was transferred to, and continued on, my driving licences until June, 1922.

My earliest documentary record of driving is a licence to drive a Hackney Carriage with the word "Motor" written between the printed words "Hackney Carriage." The date of this is April 6, 1900. Another licence I hold, which is of particular interest, is a French driving licence No. 1120 issued on April 4, 1906, at Arras, Pas de Calais. This licence lasts my lifetime, has my photograph attached, and the date of my birth; a test was required. Younger readers may be surprised to know that at that period there were no passports or visas required for Continental touring, and money exchanges were stable.

Except for an occasion in 1901, when a horse and van came out of a side turning into the back of the Stephens car I was driving, I have never had an accident.

The Stephens car (made by my father), which I first drove at the end of 1899, is well known to members of the Veteran Car Club, as I take part with this same car in many club events, and, of course, the noted Brighton Run.

London, S.E.19

RICHARD J. STEPHENS.

### M.P.G.

#### Variations in Published Figures

[65547].—I was greatly mystified when comparing two of your recent Road Tests for, in checking the petrol consumption of the Ford Popular on second-grade fuel with the new Anglia on first-grade fuel, I found the new design surprisingly uneconomical, with 29.7 m.p.g. against the Popular's 35 m.p.g., both cars having the same engine capacity and all-up weight.

But some light may be shed on the paradox by the letter of



## CORRESPONDENCE

continued

your correspondent Mr. F. Eggleston [65477], using an improved fuel, together with my own recent experience.

My four-year-old Anglia is capable of 40 m.p.g. on country runs using low-grade petrol, but on a recent 150-mile trip I decided to try an advertised first-grade petrol with additive; to my consternation the consumption came out at 34 m.p.g. On the return journey I decided to try a different first-grade fuel and was relieved to average 45 m.p.g. The wind was not appreciable in either direction.

Could fuel variation account for the odd comparison of the Popular and Anglia tests? E. H. BALL.

South Harrow, Middlesex.

[Our experience is that first-grade fuels do give a better consumption than the lower grades. The difference between the consumption figures of the Popular and Anglia may be accounted for by the fact that the Anglia cruises at a higher speed more comfortably than the Popular.—Ed.]

## "Hearts of Oak"

Advice Required on Wooden Body Construction

[65548].—In my experience the most tricky part in building one's own car is the formation of the bodywork. Unless one is an expert panel beater, two-way bends in the bodywork have to be reduced to a minimum and consequently the line suffers.

To get round this fault, I propose to use wood for the bodywork of my next car. By the use of a wooden framework covered with wooden strips which can subsequently be planed to a smooth contour, I think I can build a body which will have line and yet be within my "hammer and nails" capabilities.

Now the purpose of my writing is to ask if any readers of *The Autocar* have had experience with all-wood bodies and can say if they stand up to normal usage. I would also welcome any advice concerning the best wood and glue to use, constructional methods and pre-cellulose treatment. P. M. DURMAN.

Hook, Hampshire.

[Letters will be forwarded.—Ed.]

## Wheel Sizes

The Zephyr's Are Average

[65549].—I have a Ford Zephyr, and I like the way it holds the road—but my friends tell me it cannot possibly do so because it has 13in wheels.

Feeling that road holding depended more on the outside diameter of the tyre than on the rim diameter, I spent an idle ten minutes measuring the wheels of a mixed collection of cars in a car park. There were a few of about 24in in diameter; a few as big as 28in; most of them, including my immediate neighbours, a Hillman Minx and an Austin A.40, were 26in. How big are the wheels of the Zephyr? Twenty-six inches!

The Zephyr has average-size wheels and, as its owners will tell you, more-than-average road holding. Who started this nonsense which seeks to prove that it cannot hold the road by attributing scooter-size wheels to it? A. H. COOPER.

Staines, Middlesex.

## Dazzle

Interesting Conclusion

[65550].—I have followed recent correspondence concerning dazzle and I agree with Mr. K. R. Garnett Hall [65488] that most, but not all, double dippers do dazzle. My own car was fitted with the standard type of British double dippers which I found caused annoyance to other drivers even after they had been checked on a beam setting device at the service station.

I then carried out a series of experiments with these lamps but was unable to produce a satisfactory non-dazzle dipped beam. I came to the conclusion that among the main causes of dazzle are unshielded filaments and moulded lamp glasses. Both give rise to scattered light. I found that the type of double dipper fitted by Rover, which has a shielded bulb and less moulding on the glass, gives rise to rather less dazzle than the more popular pattern. It also has a main beam of greater range but the spread of light at close range is unsatisfactory.

I now have a pair of head lamps which never produce any signs of annoyance from other road users. They give me an excellent spread of light in the dipped position and on the main beam they give a longer range than the British double dippers without any loss of short-range illumination. They are French Marchal lamps, slightly modified to suit driving on the left,

employing a ribbed reflector with perfectly clear glass and a double filament bulb having the dipping filament in front of the main filament and being shielded in such a way that it produces a very sharp cut-off at the top of the dipped beam. To reduce the possibility of causing dazzle when topping the brow of a hill or negotiating a humped-back bridge I fitted a separate switch in the dipping circuit of the right side head lamp so that I now have double or single dippers. In practice I find that, on narrow winding roads, the single dip is sufficient but that, on wider main roads, the double dip is an advantage.

Proof that lights of this type do not dazzle and yet give adequate illumination was given when my brother and I passed each other one night. His car is also equipped with Marchal lamps and he was able to identify me by reading my front number plate in the light of his own head lamps. I suggest that the ability to read the other fellow's front number plate without dazzling him should be the ideal after which all lamp manufacturers should strive.

On the question of yellow bulbs I am keeping an open mind, but I intend trying a pair in the near future. To give further food for thought I would mention two other uses of yellow light, namely, yellow photographic filters to correct tonal values in very strong sunlight and yellow filters used to view certain radar screens. I think it might help to consider the topic in its true perspective if we think of it not as yellow light but as white light from which the blue element has been removed. In the countryside which we see through our windscreens at night there are not many blue objects. Therefore to remove the blue light from our head lamps should not have very much effect on the quantity of useful light returning to us, but the blue light from those lamps which strikes the eye of the other driver does contribute towards the dazzle which he suffers. A. H. JONES.

Goring Heath, Berkshire.

Disconnect the Right-side Secondary Filament

[65551].—To recent correspondents who are troubled regarding the double dipping system and the dazzle problem, may I suggest the following very simple remedy?

Disconnect the lead to the secondary filament of the right-side head lamp (not forgetting to tape the exposed lead, of course), thus ensuring that when the dip switch is operated the left-side head lamp *only* is illuminated; the lamp is so designed that this position gives a beam directed slightly to the left side as well as being dipped, thus giving virtually the same effect as the old dip-and-switch system, without the mechanical disadvantages of solenoid and so on inherent in that design. Northwood, Middlesex. G. S. R. DEWSNAP.

## Wayward Filament

A Reader's Unusual Experience

[65552].—After getting my car out of the garage recently, I noticed, while closing the doors, that the side lamps were on. On switching the ignition off the side lamps went out; they worked quite normally off their own switch. But when they were switched off and the ignition on, side and rear lamps came on also. After some time I discovered the fault, one which I have never come across or heard of before.

The stop-lamp filament (a twin-filament bulb) had broken and dropped across the rear lamp filament support, thus making a connection through the rear and side lamps every time my hand- or foot-brake was applied. F. E. LILLEY.

Derby.

## After Dark

The Use of Dipped Head Lamps in City Streets

[65553].—On a poorly lit suburban road, recently, I passed the scene of a fatal accident just after it had taken place. It was obvious that the driver of a car without head lamps to illuminate the road and pavement edge would not readily have seen any pedestrian who stepped from the footpath to cross the road.

This is a situation which exists in many of our streets after dark but, in spite of this, there seems to be a growing opinion amongst motorists and transport drivers that no car should travel even with dipped head lamps where street lighting is in operation. Oncoming vehicles flash their lights in obvious disapproval, and more aggressive types have been known to shout abuse at the motorist who uses head lamps within the confines of the speed limit where roads are illuminated.

The use of head lamps in such circumstances has the double advantage that pedestrians are more readily visible to the motorist



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\* Daimler Hire Ltd. use and recommend National Benzole Mixture for their fleet of "drive yourself" hire cars.



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Mr. Harold Smart, Kenton, M'sex, the B.B.C. Show Band Organist—uses his converted Austin A.70 for quick travel to rehearsals and engagements. Mr. Smart was an R.A.S.C. driver during the war, later served with the 1st Airborne Division.

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## CORRESPONDENCE

continued

whilst the moving vehicle is more readily visible to the pedestrian. A pedestrian, possibly a child, steps thoughtlessly off the footpath, but is caught in the head lamps' beam so that avoiding action can be taken by both parties.

Has the time not come when motorists should be urged to use their dipped head lamps to the best advantage in city and suburban streets after dark, and when road users, instead of disapproving of such a practice, should adopt it as the safety measure which I, on several occasions, have proved it to be?

Glasgow, S.E.

R. A. COWAN, M.B.E.

## Long Forgotten

146 Names in 1922

[65554].—In reply to Mr. W. Godley's letter [65483] in the issue of March 12 and three other letters on the same subject of "long forgotten" names of cars, I have been looking through a trade publication of 1922 and find no fewer than 146 names of British-made cars on the market in that year. Some were cycle cars or light cars, but most were family cars.

If any of your readers would like a list of these cars I would be glad to send one. I might add that I drove most of the makes mentioned in the total of 146. An interesting addition to such a list would be the Continental makes, a great many of which have also disappeared but which, in those days, were seen on our roads in large numbers.

London, N.13.

S. A. LANDON, Director,  
Promenade Motors, Ltd.

## Who Built the Thumball?

[65555].—I have been very interested, during the past few weeks, by the letters published concerning "long forgotten" cars. One so far not mentioned is the Thumball. It has been my lot only ever to see one, and this in a dilapidated condition. Among other interesting features the transmission was of particular note, the gear box being contained within the rear axle; the electrical system also was interesting, h.t. for the plugs being supplied by a Splitmore magneto. On the car seen there was no provision for any electric lighting.

I should be most interested if any reader can tell me any more about this particular car, as I do not know if it was a British make or not.

A. E. STANFORD.

Smethwick, Staffordshire.

## Information on the Nazarro

[65556].—I can produce some information for Mr. J. H. Harris [65513] on Nazarro cars, because I had a 1922 model of 20 h.p. It had an Italian built sports four-seater body with flared front wings, a sort of rounded-pointed radiator, and a four-cylinder o.h. camshaft engine with a Bosch magneto, lighting and starting equipment, and a single Zenith carburettor. It was a conventional massively made chassis, with four-wheel brakes and not a very wonderful performance on account of the weight and high top gear. On removing the valve-cover on top of the engine one was apt to get a bit excited, because there appeared to be three valves per cylinder—until it was found that one of them was a dummy, operated by a curiously shaped cam, to prevent camshaft backlash.

Of about 200 cars I owned the most unusual was a French Brouhot, the only one in this country, I think, and the most memorable was a 27-80 h.p. Prince Henry Austro-Daimler, the original real sports car, made in 1910, with o.h. camshaft, hemispherical combustion chambers, two plugs per cylinder and capable of 80 m.p.h. with a four-seater touring body. It was designed by Dr. Porsche and was a production model from 1910-1914. I saw one in Oxford in 1931.

Crawley Down, Sussex.

G. DE JOUGH.

## Tyranny?

## Stop the Compulsory Brake Tests

[65557].—I observe that there is another agitation afoot to compel the owners of cars of ten years old or more to have their brakes tested. I feel sure that the influence behind this is vested interest. I have not read of any sort of investigation as to whether older cars, in proportion to their numbers, are involved in any greater number of serious accidents than newer ones. Bad brakes can exist on cars only a year or two old—it is the sense of responsibility of the owner and not the age of the car which matters.

I have always thought the police had the power to call a car off the road for examination if they thought, from its appearance

or behaviour, that it might be defective. Such a power should be sufficient for all practical purposes. In my view, the motoring public, through its Press and organizations, should fight tooth and nail against this and any other fresh tyranny aimed at it.

Eastbourne, Sussex.

C. W. CARR.

## Parking Meters

## The Point Has Been Missed?

[65558].—Mr. Bruce W. Gillett [65509] has missed the point of parking meters. The safe and convenient parking places are hogged all day on the "first come—first served" principle, causing other drivers to park in all sorts of inconvenient and dangerous places. When drivers will have to pay by the hour, their cars will no more linger at parks than taxis do at the end of their journey. The result? A bigger turnover at safe, and less parking at dangerous, places.

Just one proviso. Let the motorists' organizations make quite sure that the money collected is spent on improving parking facilities and not lost in the same wilderness as the Road Fund.

London, S.E.20.

IAN S. MENZIES.

## Reliability

## Another Singer's Good Record

[65559].—In your issue of March 26, Mr. J. R. Brown's letter [65517] mentioned the 50,000 trouble-free miles which his post-war Singer saloon has done.

My own car, a 1937 9 h.p. Singer, has now completed 128,500 miles without a rebore. It has been in use every day, and still runs well. It has had two sets of valves and uses only about one pint of oil in 250 miles. The pistons, rings, and so on are all original.

For reliability, I have heard nothing to equal this performance, and will certainly buy another Singer in preference to any other make.

E. H. HAMMOND.

King's Lynn, Norfolk.

## BJ 504

## News of an Alfa Romeo Required

[65560].—I wonder if any of your readers knows the whereabouts, or history, of Alfa Romeo BJ 504?

The mention of the original make-up of the name "Alfa Romeo" in "Disconnected Jottings" (*The Autocar*, March 26) has caused me to write—it would indeed be a favour if anyone could help.

London, S.W.15.

[Letters will be forwarded.—Ed.]



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The Bedford van conversion by Kenex is very similar in appearance to the Dormobile by Martin Walter. There is plenty of window area, and access is obtained through doors in the sides or at the rear.

**P**URCHASE tax affects the cost of cars so much that any legitimate method by which it may be avoided is worth careful investigation. Tax exemption applies to vehicles which are designed to carry twelve or more people, and, therefore, if a shooting brake or utility can be designed with this seating capacity it is released from tax even though it can be used as a purely private vehicle. But it is difficult to seat twelve in any body fitted to popular car chassis. A vehicle that has proved large enough as a basis for this purpose is the Bedford van, which is powered by the Vauxhall 11-litre engine as used in the Wyvern. This is a purely commercial vehicle in its standard form, and to provide the greatest load-carrying space possible the driver and front passenger are carried far forward of the comparable position in a car. The rear of the engine projects into the driving compartment, so that the driver's legs are alongside it. In the considerable space to the rear of the two front seats is enough

room for the remaining ten seats, of the width laid down as a minimum by the Ministry of Transport for public-service vehicles, arranged as a row of five seats on each side.

Provided that there are enough seats the law is satisfied, and in the design of the Bedford Dormobile, by Martin Walter, Ltd., of Folkestone, and again in the Bedford conversion carried out by Kenex Coachwork, Ltd., 54-56, Castle Street, Dover, the seats are arranged so that they can be folded out of the way for load-carrying purposes, rearranged to make forward-facing seats, or folded down to make sleeping accommodation for two people. When the seats are facing forwards they are fewer in number than the full twelve. In the Dormobile, in addition to the two separate front seats, one can have two more separate forward-facing seats, with a bench-type seat for three additionally at the back when required. Alternatively the rear bench seat can be left folded out of the way to provide plenty of luggage room behind the four forward-facing seats.

The Dormobile has the advantage that the beds can be arranged as two singles or one double, whereas the Kenex makes only the one double. But against this the seating arrangements in the Kenex conversion are even more versatile, and two three-seater bench seats can be arranged behind the two separate front seats. This conversion will actually seat two, five, eight, nine or twelve people.

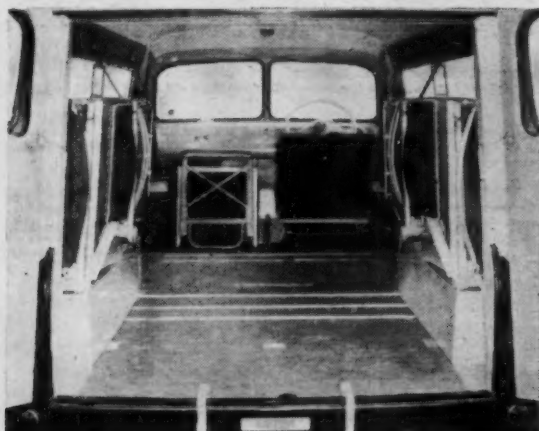
Both of these all-purpose vehicles are equipped with ample window area and they are quite attractive externally. But they do differ from a car in driving. A member of *The Autocar* staff recently tried the Kenex conversion (which may be presumed to handle in the same way as the Dormobile), and it was at once apparent that from the driver's point of



In this illustration the Kenex conversion is shown with the seats arranged to resemble car seating, with the addition of two side seats at the rear. The folding seats, covered in Vynide, are very easy to rearrange.

view the vehicle was very much of the commercial type. No bonnet is visible from the interior and there is nothing by which to "aim." It is necessary to drive through gaps with some caution until a new technique has been acquired. With the vehicle heavily laden the performance would not be exciting, but with the kind of loading associated with private motoring the Kenex performed quite satisfactorily and felt safe to drive.

The prices of the vehicles are £545 for the Dormobile and £538 for the Kenex, and there is a long list of extras for each model, many of the items being particularly suitable for one or another of the various uses to which such versatile utilities can be put.



Two variations of a seating theme in the Vauxhall Dormobile. On the left the seats are hinged to provide maximum luggage space, and on the right is maximum seating—or two single beds. The illustration on the right also shows the excellent visibility available.

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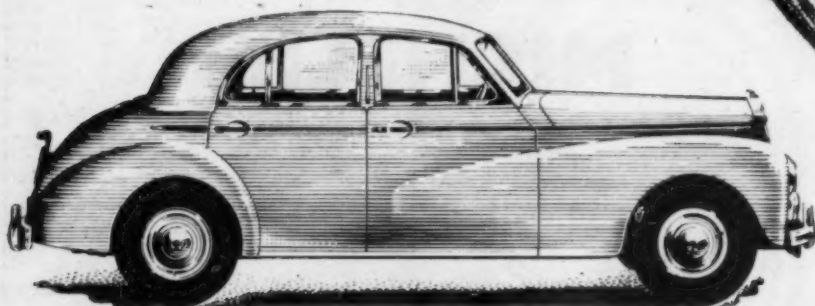
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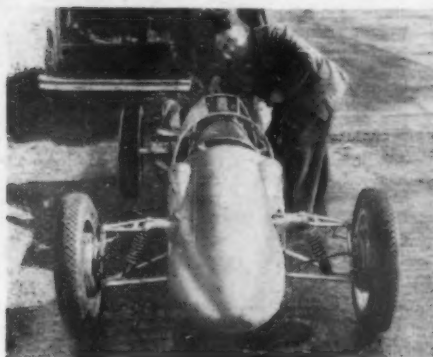
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Two views of Don Parker's latest Kieft-Norton, which made its racing debut at Castle Combe last Saturday; it was unfortunately damaged in an accident during the formula 3 race final. The track has been reduced by comparison with that of earlier models; the frontal area is kept down to the minimum, and tubular upper wishbones and coil front springs are now fitted.

## THE SPORT . . . . . By J. A. Cooper

### CROWDED WEEKEND ● TULIP DEADLINE ● DIESEL RECORDS

THIS weekend promises to be a busy one in motoring sport in this country. First and foremost there is the B.R.D.C. British Empire Trophy race, which has now come to roost at Oulton Park, the new circuit in Cheshire. This race has had several habitats; before the war it was run first at Brooklands and latterly at Donington Park, while since the war it has been an annual occasion in the Isle of Man. However, now the decision has been taken to bring it back to the mainland, and many enthusiasts will be extremely thankful thereof, because the transport problem is so much easier when stretches of water do not figure in the route. It should be an interesting race; the full entry list appears on page 496 of this issue.

In addition, there are two rallies worthy of particular mention. The Bentley D.C. Eastbourne Rally is an old favourite now, and should be as successful as ever; with it is coupled the hill climb (on Sunday) at Firle, near Lewes in Sussex. But quite remarkable is the effort of the London M.C. with its Little Rally. This club runs the London Rally, later in the year, which is reckoned as one of Britain's major events of its type, and a large entry is naturally to be expected for that event. But the Little Rally is for members of the organizing club alone, and is a less severe event, designed to give the members an enjoyable day's sport without any overnight sections or higher mathematics. It is rather staggering to find that this "minor" event has attracted an entry of 335 cars, and this speaks volumes for the enthusiasm of the organizers as well as the rank and file of the club members themselves. Incidentally, it is pleasant to see a good many names in the list marked as being eligible for the American Trophy—in other words, members of the U.S. Forces stationed in this country.

ENTRIES at extra fees for this year's Tulip Rally close finally on Monday next, April 12. This should once more be one of the year's best rallies; there will be the usual special stages of the route at increased average speeds (depending on size and type of car) and also various eliminating tests on closed roads, for which bonus marks will be awarded. This is another rally in which the winner is decided by a comparison of his performance with that of other cars in his own group, which equalizes the chances of almost every type of car. All enquiries to the Secretary, Internationale Tulpen-Rallye, 21, Jan van Nassastraat, The Hague, Holland.

TWO records have recently been set up at Monthléry track in France by a Borgward-Hansa saloon equipped with a stock Hansa 1800 diesel engine. These records therefore fall into International Class E (1,501 to 2,000 c.c.) diesel section; they are subject to official confirmation in due course.

5,000 km in 38h 0m 15.6s, average speed 81.225 m.p.h.

48 hours, distance covered 5,929.35 km, average speed 76.758 m.p.h.

The drivers concerned were Hartmann, Brudes, Schaufle, Nathan, Poch and Mouche.

IT is sad news that financial difficulties have arisen in connection with the circuit at Charterhall, in Scotland. At a recent meeting of interested parties it was estimated that some £7,000 would be necessary to take over the assets and pay off the creditors of the present lessees of the circuit (the Winfield Joint Committee) and to leave sufficient working capital to put the track into condition for the international meeting in October next. Before the meeting closed, promises of help amounting to £3,450 had been received; it was very strongly felt that steps should

be taken to ensure the permanency of this, the principal Scottish circuit, and if the necessary remaining finance could be guaranteed, a new company would be formed to act in the matter. A provisional committee was formed, consisting of Jack Walton, S. A. Middleton, A.C.A., Colonel Gallon, and David Murray, C.A.; Walton is a well-known competitor, and David Murray is the power behind the *Ecurie Ecosse*. Anyone who wishes to learn more about the new company, should it come into being, should write to David Murray, 1, Cambridge Street, Edinburgh.

In view of the difficulties which have arisen in connection with the Charterhall circuit, the national meeting which should have taken place there on May 8 has been cancelled.

THE fifth International Dieppe Rally, to be run on May 22 and 23, promises to be an interesting event; there is no road section in the ordinary sense of the word, the rally comprising a series of tests. On the Saturday there is an acceleration test, a regularity test over a hundred-mile course, a speed hill climb, another regularity test (130 miles), and a combined acceleration and braking test. Then, on the Sunday, come several tests round a closed circuit on the sea front; first a five-lap eliminator, then two ten-lap tests which will determine the final results. The circuit includes one very acute hairpin, and the lap distance is approximately 1.2 miles.

Cars are divided into five main categories: normal series production touring, special series production touring, *grand tourisme*, series production sports, and sports. Each of these categories is then sub-divided into four capacity classes: up to 1,000, 1,001 to 1,300, 1,301 to 2,000, and over 2,000 c.c. There are some good prizes, and a *Coupe des Dames* is among them. The organizing club is that of our old friends the Automobile Club de l'Ouest; all enquiries, however, should be made to the secretary of the rally, M. J. Quilan, Syndicat d'Initiatives, 1, Boulevard de la Libération, Dieppe, France.

## THE SPORT... continued

In London last week C. M. Vignoles, managing director of Shell-Mex and B.P. Ltd., presented to Ian and Pat Appleyard a Roy Nockolds painting depicting their famous white Jaguar XK120 in the Alpine Rally.



THE Aston Martin O.C. holds its first Snetterton race meeting of the season on Saturday, April 24; this has a national permit and a full programme of races for sports, formula 3, *formule libre* and E.R.A. cars. The first race (or, in actual fact, a one-hour high speed trial) is scheduled for 11 a.m.; Snetterton circuit is near Thetford, in Norfolk, on the main Norwich road. Entries close April 12; all enquiries to E. C. Stapleton, 1, Grove House, Straight Road, Old Windsor, Berkshire.

Humphrey Cook (who, with Raymond Mays, founded English Racing Automobiles at Bourne 21 years ago) has presented an E.R.A. Anniversary Trophy and entrusted the A.M.O.C. with the task of organizing a competition for it, to be confined to pre-war E.R.A. cars. The A.M.O.C. has arranged for a special race or class for these cars to be included in each of the following meetings: A.M.O.C. Snetterton, April 24; W.E.C.C. Snetterton, June 5; Shelsley Walsh, June 12; A.M.O.C. Wethersfield, July 4; Shelsley Walsh August 29; A.M.O.C. Snetterton, September 11; Bugatti O.C. Prescott, September 19; and Eastern Counties M.C. Snetterton, October 9.

Replicas will be awarded to the winner of the special event at each of these meetings, and the trophy will go at the end of the season to the winner on an overall points basis; each first place will earn 5 points, second 4, third 3, fourth 2 and fifth

1, while 2 points will be awarded for starting and a further two for finishing in each event. The winner need not necessarily have competed in all the scheduled events.

THE annual B.A.R.C. Year Book is now issued, and is available (price 5s) from the B.A.R.C. at 55, Park Lane, London, W.1., or from booksellers. It is a mine of information, naturally, with the emphasis on B.A.R.C. events and Goodwood in particular, but also including many details of general interest including various diagrams of famous circuits, routes thereto, and so on.

SO far this season, the battle in the 1½-litre sports car class seems to lie principally between the interesting new Connaught driven by John Coombs and Peter Gammon's Lotus-M.G. The former is a beautifully made machine which weighs somewhere near 11cwt, and the engine (a modified version of the 2-litre formula 2 unit of last year, but so far without fuel injection) develops over 110 b.h.p. The Lotus is remarkably light, weighing 8cwt 2qrs dry, and the M.G. engine has been developed to give

about 85 b.h.p.; Gammon has carried weight reduction to the safe limit, even converting the electrical system to six volts and using a Venner lightweight battery which weighs only 8lb! Both these cars are running in tomorrow's Empire Trophy race; a third contender should be Colin Chapman's latest Lotus creation, the Mark 8. This is also M.G.-engined, and has a de Dion rear axle layout with inboard rear brakes, and a fully streamlined body.

REGULATIONS are now available for the Lancashire A.C. Morecambe National Rally, scheduled for May 21 to 23. There are seven starting points from which to choose (Shenstone, Glasgow, Leeds, Bristol, Manchester, Morecambe and Luton) with the addition of an eighth (Preston) for the benefit of those competitors unable to join in until the Friday evening (May 21); these competitors will cover an additional road section later in the rally to bring their mileage up to that covered by the earlier starters. A maximum entry of 300 cars is catered for; eligible cars will be divided into three main categories (standard production sports, ditto touring, and specials and supercharged cars), the first two of which will be sub-divided into four capacity classes.

This year the road sections will be rather more competitive than hitherto, while the marking system has been revised, but the basic principle of arriving at a general classification by comparing each competitor's marks with a standard for his group is retained (a similar system was used in the recent R.A.C. Rally).

A *concours d'élégance* forms an essential part of this rally weekend, and is open to anyone, whether competitor in the rally itself or not; there are four classes for different coachwork styles, and each one is sub-divided into four more on a price basis. Entries for both rally and *concours* close on April 30; all enquiries to J. Taylor, County Bank Chambers, New Market Street, Blackburn, Lancashire.

## CLUB NEWS

**Mid-Cheshire M.C.**—The first 1954 race meeting organized by this club will be held at Oulton Park on Saturday, June 12. There will be events for formula 3, *formule libre* and sports cars. Entry forms and regulations may be obtained from S. Wakefield, 220, Chester Road, Hartford, Northwich, Cheshire.

**Pembrokeshire M.C.**—In driving rain and high wind, driving tests were held on Withy Bush aerodrome, Haverfordwest, on Sunday, March 21. The task of the drenched marshals was perhaps the least enviable; they fought a losing battle with the rain, painting in white lines at frequent intervals, and deserve considerable praise. Results: 1, M.G. TD (J. F. Thomas). 2, Morris Minor (Series E) (W. H. Edwards). 3, M.G. TC (G. Davies).

**Iale-of-Wight C.C.**—The rally, to be held on April 29 to May 1, will be run in two separate parts. The main rally will be run on April 29-30 with eliminating tests on Sandown Esplanade. On May 1 there will be a hill climb on the Cascade, Ventnor.

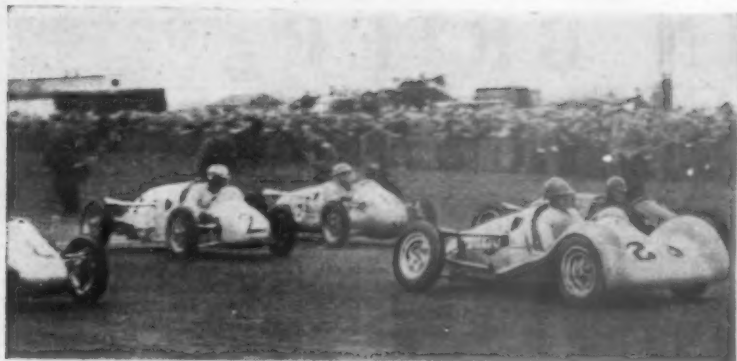
**Pathfinders and Derby M.C.**—Regulations are now available for the Midlands Rally which starts and finishes at the Charles Cotton Hotel, Hartington, Derbyshire, on Saturday, April 24. The first competitor will move off at 10 a.m. The course will be over 250 miles of non-damaging roads and the event is open to production cars. Invited clubs are: the County C.C. (Derbyshire Sports Cars), Loughborough College C.C., M.G. C.C. (Midland Centre), North Midland

### COMING SHORTLY

- APRIL 9-11.**—Bentley D.C. Eastbourne Rally, starting Hendon, Mildenhall, Atherstone, Bristol, Fordingbridge and Uckfield, 8 p.m.  
**10.**—B.R.D.C. British Empire Trophy Race, Oulton Park, Cheshire, 1 p.m.  
**10.**—London M.C. Little Rally, Royal Ascot Hotel, Ascot, Berkshire, 7 a.m.  
**11.**—Syracusa G.P., Sicily.  
**11.**—Nimes race meeting, France.  
**11.**—Veteran C.C. Shuttleworth Memorial Trophy Meeting, Old Warden Park, Biggleswade, Bedfordshire, 12 noon.  
**11.**—M.G. Car Club (N.W. Centre). Cockshoot Cup Trial, Ram's Head Hotel, Disley, Cheshire, 11 a.m.  
**11.**—Thames Estuary A.C. Day of Dicing, Wormingford Airfield, Essex.  
**11.**—B.A.R.C. (S.W. Centre). Hill Climb, Brunton, near Ludgershall, Wiltshire, 2 p.m.  
**11.**—B.A.R.C. (N.W. Centre). Chairman's Opening Rally, Upton-by-Chester, Cheshire, 2 p.m.  
**11.**—West Hants and Dorset C.C. Social Rally, Holmesley Aerodrome, Hampshire, 2 p.m.  
**11.**—Middlesex County A.C. Easter Run, Hadley High Stone, Hadley Green, Barnet, Hertfordshire, 2 p.m.  
**11.**—King's Lynn and District M.C. Fen Starter Rally, Downham Market, Norfolk 9.30 a.m.

- 11.**—Kentish Border C.C. Treasure Hunt, Beckenham, Kent, 2 p.m.  
**11.**—Old Merchant Taylors' M.C. Rally, Durrants, Croxley Green, Hertfordshire, 2 p.m.  
**11.**—Marconi A.C. Photographic Reconnaissance Run, Townfield Street car park, Chelmsford, Essex, 2 p.m.  
**12-16.**—Soleil-Cannes rally, France.  
**15-19.**—Nice automobile week, France.  
**16-17.**—M.C.C. Land's End Trial, starting from Launceston, Virginia Water and Kenilworth, 11 p.m.  
**17.**—Pembrokeshire M.C. Speed Hill Climb, Lydstep, near Tenby, Pembrokeshire, 1.30 p.m.  
**17.**—Blackburn Welfare M.C. Race meeting, Brough Aerodrome, Yorkshire, 1 p.m.  
**17-18.**—Vintage S.C.C. Northern Rally and Trial.  
**17-19.**—Scottish S.C.C. Highland Three-Days Rally.  
**17-20.**—Ulster A.C. Circuit of Ireland Trial.  
**18.**—Nantes rally, France.  
**19.**—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.  
**19.**—Pau G.P., France.  
**19.**—Marrakech race, Morocco.  
**19.**—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.  
**19.**—West Cornwall M.C. Speed Hill Climb, Trengwainton, Madron, near Penzance, Cornwall, 2 p.m.





The start of the first formula 3 heat at Castle Combe last Saturday. The winner, Reg Bicknell, is seen taking the lead with his half-streamlined Revis from Don Parker's Kieft, just visible beyond Bicknell's car.

## CLUB NEWS . . . . . continued

M.C., Nottingham S.C.C., and Shenstone and D.C.C. Entries close on Monday, April 12.

**M.G.C.C. (N.W. Centre).**—The Cockshoot Cup Trial takes place on Sunday, April 11, starting from the Ram's Head Hotel, Disley, Cheshire, at 11 a.m. and finishing at The Bull F the Thorn Hotel, near Buxton. Invited clubs are Mid-Cheshire, Bolton-le-Moors, Chester, Lancashire, Liverpool, Sheffield and Hallamshire, and Stockport. The course will be about 60 miles in length. All types of production car are eligible, and a handicapping system has been devised to equalise their chances as far as possible.

**Thames Estuary A.C.**—Sixty-five entries were received for the Anniversary Rally, held on Sunday, March 21. So many members live outside the Southend-on-Sea area that it was decided to start the event at Ingatestone, half-way between Southend and London. The first car left at 10.31 a.m. and the remainder at one-minute intervals. Two controls were included in the 50-mile morning section, in addition to three driving tests. The lunch stop, at Lavenham, in Suffolk, was followed by a further 130 miles, the route taking a westerly trend, as far as Halfeld Forest. There were three time controls in this section, which finished at Ingatestone, the first car arriving at 5.5 p.m. A further three driving tests were negotiated during the afternoon. Results are as follows:—

**Best Performance:** Dellow (A. E. H. Parsons) Closed Cars. Up to 1,500 c.c.: Ford Popular (W. C. Terry). Over 1,500 c.c.: Ford Zephyr (A. E. Tolman). **Open Cars.** Up to 1,500 c.c.: Dellow (A. E. H. Parsons). Over 1,500 c.c.: Healey Silverstone (R. W. Monk). **Team Award:** M.G. TD (R. Randall), M.G. TC (R. Soman, Jovett), Javelin (A. Freeman).

**Riley M.C.**—Supplementary regulations have been issued for the Inter-Centre Team Trial to be held on Saturday and Sunday, May 8 and 9. There will be starting controls at Nottingham, Manchester and Leeds, and the starting time from all three will be 8.30 a.m., May 8. Only the entrant may drive and one passenger, at least, must be carried. Cars must be in normal touring trim, and a driving test will be included in the route, the length of which will be announced on the route cards.

**V.S.C.C.**—Supplementary regulations are available for the Silverstone Meeting to be held on Saturday, May 1. There will be 10 separate events, including a 10-lap race for the G.P. Italia Trophy for vintage racing cars, and a three-lap handicap for Edwardians. Entries close on April 16. Marshals are urgently required; offers to G. Grigs, 72, Redcliffe Gardens, London, S.W.10.

**Southsea M.C.**—Permission has been obtained from the Air Ministry to hold timed trials and driving demonstrations at R.A.F. Station, Thornor Island, near Emsworth, Sussex, on Sunday, May 2, at 2 p.m. The event is open to saloon and sports cars and regulations may be obtained from H. R. Winnicott, Deerleap, Rowlands Castle, Hants.

**Sunbeam Register.**—A rally will be held in Gloucestershire on May 9, starting from

Hare and Hounds Hotel, Westonbirt, at 1 p.m. Owners of Wolverhampton Sunbeams, Roesch Talbots and S.T.D. Darracs are invited. An invitation has also been extended to members of the Alvis 12-50 Register and Humber Register. Entry forms from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

**North Devon M.C.**—The fourth Ilfracombe Rally will be held on May 8-9 and is a qualifying event for the B.T.D.A. Silver Star. Invited clubs are: London M.C., M.C.C., Bristol M.C. and L.C.C., M.G. C.C. (S.W. Centre), Plymouth M.C., Taunton M.C. and Exmoor M.C. The rally will be held in the Devon and Somerset area and will finish on Ilfracombe pier for final tests. Regulations from I. T. Bale, Albert House, The Square, Barnstaple, North Devon.

**Allard O.C.**—A new type of rally will be held on Sunday, May 2, starting and finishing at the King's Head Hotel, Capel, Surrey. Some 200 miles of pleasant driving will cover a route to remain secret until the start. Sixteen places will be visited and, as proof of his visit, each competitor will take one exposure on a film of 16 exposures with a camera to be provided. The films will be developed immediately on finishing and the winner will be the person who has taken most identifiable photographs. Entries will be accepted up to Monday, April 26, by Miss Pat Downey, 24-28, Clapham High Street, London, S.W.4.

**Grimsby M.C.**—Regulations are available for the second annual Poacher Rally, to be held on May 29-30, starting from Leeds and Gainsborough and finishing in the Cleethorpes area. The course will not exceed 500 miles and will include nothing of a damaging nature. Special sections will be included and there may be driving tests. Invited clubs are: Yorkshire S.C.C., B.A.R.C., M.G.C.C. (N.E. Centre), Sheffield and Hallamshire M.C., V.S.C.C., Ilkley and D. M.C. and Nottingham S.C.C.

**West Cornwall M.C.**—Regulations are now available for the Easter Monday Trengwainton hill-climb and may be obtained from H. Luke-Dunne, 8, Tower Place, Penzance. This event, following the M.C.C. Lands End Trial, usually attracts a good entry and there are classes for all types of vehicle.

**Bedford A.E.C. and Cambridge '50 C.C.**—The Bushmead speed trial will be held on April 25 on a new course on one of the roads of a bomb dump of a disused airfield four miles from St. Neots. The course of 7/10 mile includes eight corners. Full details may be obtained from J. R. Aley, Beggars Roost, 53, Hinton Way, Great Shelford, Cambridge.

**Leicestershire C.C.**—Supplementary regulations are now ready for both the Autocross on April 25 and the Sturgess Trophy Trial (in Derbyshire) on May 2. Marshals are required for both events; offers of help and application for regulations should be made to O. F. Williams, 73, Ashleigh Road, Leicester.

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## IN BRIEF

Armstrong Patents Co., Ltd. recently held their annual staff dinner and dance in Hull, when about 230 people were present.

With regret the death on March 25 is recorded of Mr. A. L. Garrett, who was service manager of K.L.G. Sparking Plugs, Ltd. for more than 20 years.

Regent lubrication service weeks will be held, beginning on April 12, at Perkins and Robins Garage, Shoreham, Sussex, and at Reliance Motors, Bargoed, Glamorgan.

Mr. A. W. Laughton has been appointed general manager of Eaton Axles, Ltd., of Warrington. He was formerly commercial manager of Saunders-Roe, Ltd.

Mr. H. G. Davis, B.Sc., has been appointed assistant technical manager by Acheson Colloids, Ltd. and Mr. G. J. Bennington Davis, B.Sc., has been appointed assistant sales manager.

Singer service weeks will be held commencing as follows: April 12, Swindon Motor Co., Ltd., 34, Wood Street, Swindon, Wiltshire; and April 26, Tristrams, Ltd., City Road, Chester.

Mr. Edwin O'Brien has been appointed sales representative for East Devon, including Exeter, for the Dunlop Rubber Co., Ltd. He joined the Dunlop Plymouth depot 25 years ago, becoming assistant manager after the war.

James Wood (Garelochhead), Ltd. have opened a new depot at 6, Wilton Street, Glasgow, N.W., under the name of Wood's Agencies. The firm specializes in the conversion of all types of cars to partial or full hand control for disabled drivers.

In the March 26 issue of *The Autocar* it was stated that up-and-over doors could be fitted to the Batley lean-to garage at slight extra cost. This refers to doors fitted with mahogany plywood panels. Light alloy up-and-over doors can be supplied without an increase in cost.

Comfortable hotels with reasonable terms—the *Logis de France*—are listed in a yearly booklet *Annuaire des Hotels*, the 1954 edition of which is available free of charge from the French Government Tourist Office, 179, Piccadilly, London, W.1. It covers all districts of France and a foreword is printed in English.

Standard and Triumph service weeks in progress or coming are as follows: April 5, R. E. Wright and Co., Ltd., 790-794, Borough Road, Birkenhead; and South Bucks Garages, Ltd., 204-206, High Street, Slough; April 12, Drabble and Allen, Ltd., Victoria Road, Hale, Altrincham, Cheshire; and West Central Garage, Ltd., School Street, Wolverhampton; April 26, Edwards Motors (Doncaster), Ltd., Station Garage, Doncaster; and Martin Walter, Ltd., 235-241, Cheriton Road, Folkestone; May 3, Whites Garage, Ltd., St. Mat's Gate, Grimsby; and Martin Walter, Ltd., 41, St. George's Place, Canterbury; May 10, George Thompson (Hull and East Riding), Ltd.,

Anlaby Road, Hull; and Reigate Garage, Ltd., 22-36, Bell Street, Reigate; May 17, Albert Farnell, Ltd., 75, Manningham Lane, Bradford; and Eastern Automobiles, Ltd., London Road, Chelmsford; May 24, Glovers of Ripon, Ltd., 91, Leeds Road, Harrogate; and H. R. Moore, Ltd., Standard House, Northgate End, Bishop's Stortford, Hertfordshire; May 31, Ross-leigh, Ltd., Olympia Garage, Northumberland Road, Newcastle-on-Tyne; and Carrs Auto Sales, Ltd., Standard House, South End, Croydon.

Mr. S. E. Holmes, A.R.I.C., A.F.Inst.Pet., and Mr. H. M. White, B.A.(Eng.), have been appointed manager and assistant manager respectively of the technical information department of C. C. Wakefield and Co., Ltd., the makers of Castrol lubricants.

At the annual meeting of the Motor and Cycle Trades' Benevolent Fund the honorary treasurer, Mr. H. G. Henly, in presenting the balance sheets and accounts for 1953, said that relief continued to rise each year and the general fund was faced with an extra burden in providing over £3,000 for the latest Lynwood extension and £37,500 to buy the new nursing home. The Nuffield nursing home appeal now stood at £286,403.

Net profit of Vauxhall Motors, Ltd. for 1953 was £3,400,000, compared with £1,600,000 in 1952. A record sales total of £58,500,000 was achieved, which was a 32 per cent increase over the figure for 1952. Of the company's 13,850 employees, 12,142 have been given just over £25 each (subject to tax) as their share of the company's profits. The total amount that they will receive is more than 2½ times the figure for the previous year. This profit-sharing scheme was started in 1936 and the total amount so far distributed is £1,607,000.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16581. 1925 12-28 h.p. De Dion Bouton. "W.M.B."—Maintenance hints, details on dismantling and overhauling gear box and clutch, also a workshop manual.

No. 16582. Alvis T.A. Fourteen. "R.L."—Details of performance.

No. 16583. 1931-33 Standard Little Nine. "J.C.B."—Any available information and a handbook.

No. 16584. Riley Nine Kentrel. "H.S."—All possible information and a handbook.

No. 16585. 1937 Triumph Gloria. "T.B."—General information and a handbook.

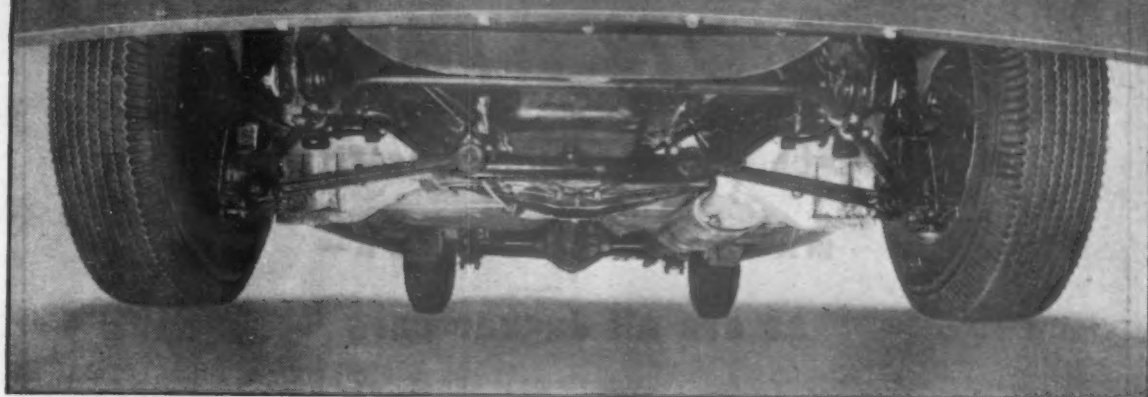
No. 16586. 1931 Austin Seven. "B.A.H."—All possible information and a handbook.

No. 16587. 1922 Twin-cylinder Wolseley. "J.A.H.W."—Any available information and a handbook.

No. 16588. 1934 2-litre F.W.D. Derby. "L.I.H."—All possible information and a handbook.

No. 16589. Handbooks Required. "D.R."—1936 Lanchester Ten. "J.R."—1½-litre Riley Sprite. "R.E.B."—1934 B.S.A. Ten. "W.G.D."—1935 Daimler Fifteen. "E.C."—1937 and 1940 Singer Twelves. "H.P.H."—1947 3½-litre Jaguar. "J.W."—1933 s.v. Morris Minor workshop manual.

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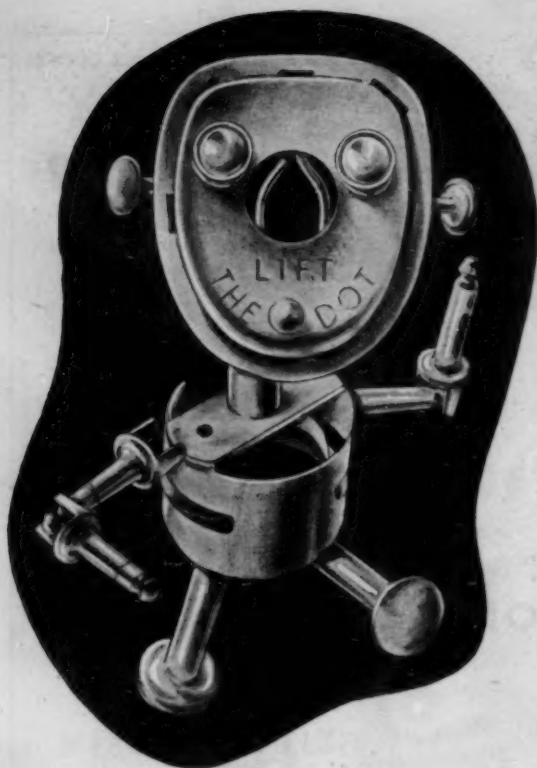
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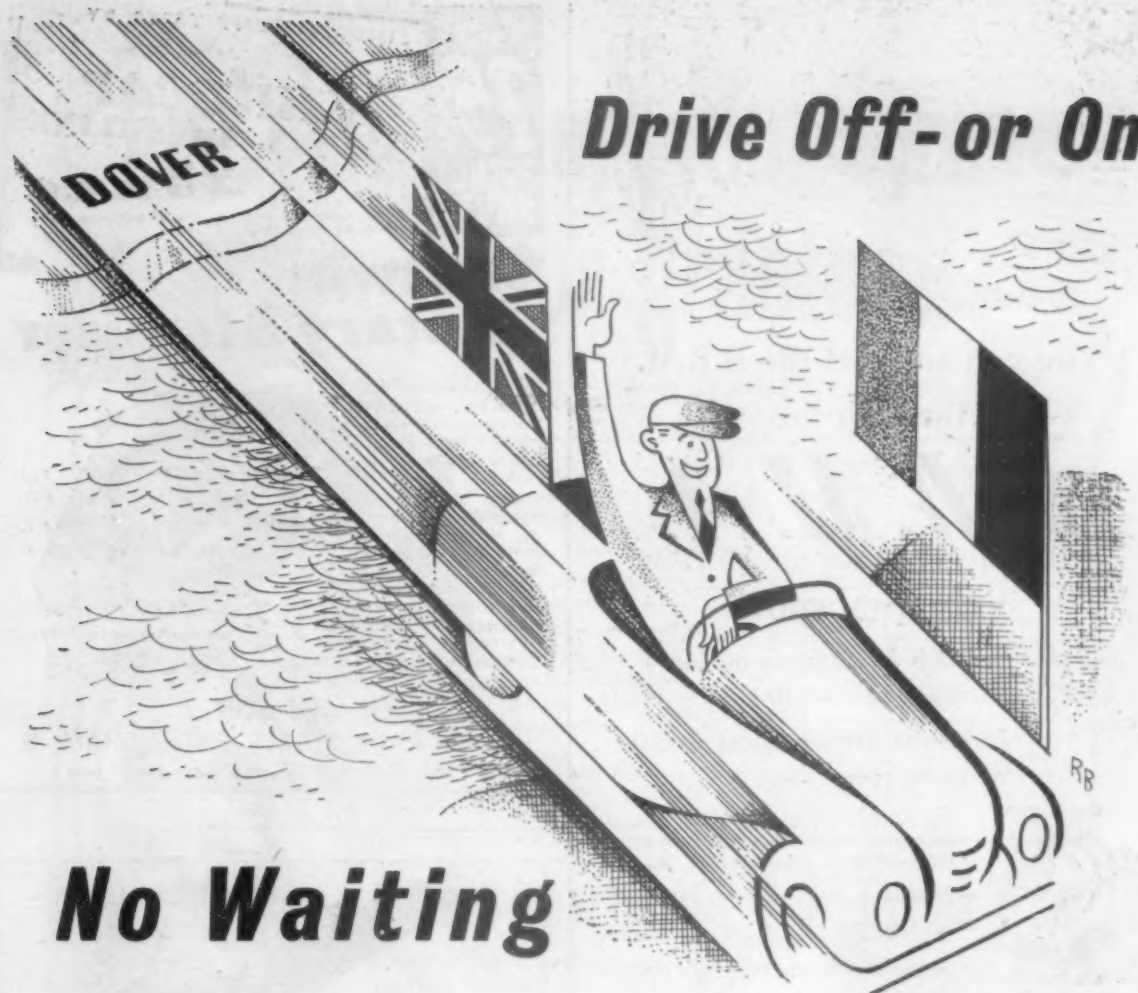
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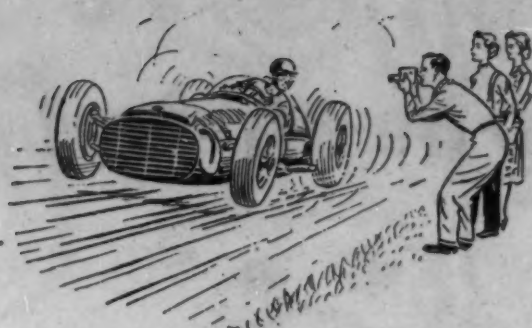
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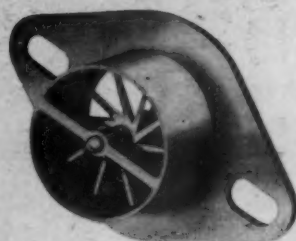
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TRUE FALSE

/

2 All Tyre rubber is as hard as possible

/

3 There is no real reason why there are different types of tread patterns

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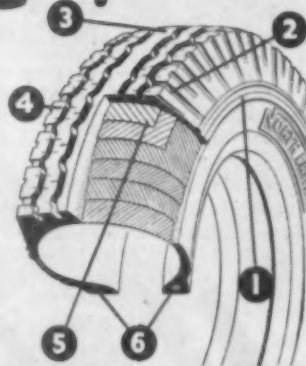
2 FALSE. Treads are hard, but sidewalls are more flexible as they have to take strain not friction. N.B. treads and sidewalls, extruded in one piece, are "bonded" as though they were made from the same rubber throughout.

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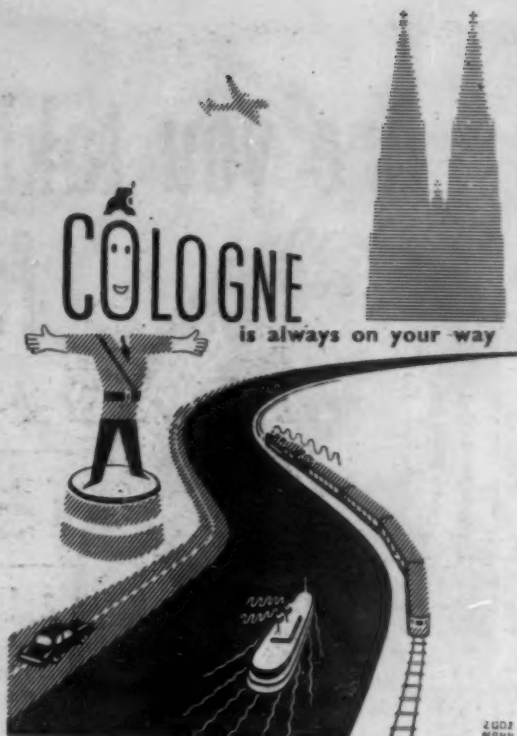
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6142 1949 AUSTIN A.40 saloon	£425
6175 1951 AUSTIN A.40 saloon	£525
6199 1952 AUSTIN A.40 saloon	£595
6189 1951 AUSTIN A.90 saloon	£595
6132 1946 JAGUAR 1½-litre saloon	£395
6262 1951 JAGUAR Mark 5 saloon	£785
6299 1951 JAGUAR X.K.120, 2 seater	£895
6199 1951 TRIUMPH Renown sal.	£695
685 1939 VAUXHALL 14 saloon	£285
6117 1946 VAUXHALL 12 saloon	£349
6165 1950 HILLMAN Minx saloon	£485
6189 1952 HILLMAN Minx Convertible	£565
685 1939 WOLSELEY 14 saloon	£285
679 1937 WOLSELEY 12/48 saloon	£235
682 1939 RAILTON 17 saloon	£245
675 1938 STANDARD 10 saloon	£225
6105 1946 STANDARD 8 saloon	£315
6129 1948 STANDARD 14 saloon	£385
6129 1947 M.G. T.C. 2 seater	£385
6155 1949 M.G. T.C. 2 seater	£465
6137 1949 STANDARD Vanguard sal.	£410
687 1937 HUMBER 12 saloon	£169
6159 1948 ARMSTRONG Siddeley sal.	£475
675 1936 ALVIS Speed 20 saloon	£225
655 1937 MORGAN Sports 3 whlr.	£165
645 1951 MORRIS Oxford saloon	£85
685 1937 MORRIS 8 Tourer	£185
665 1937 MORRIS 8 saloon	£185
6115 1947 MORRIS 8 saloon	£245
6122 1948 MORRIS 8 saloon	£365
6145 1949 MORRIS Minor saloon	£435
6137 1950 MORRIS Minor Tourer	£410
6155 1951 MORRIS Minor saloon	£465
6162 1952 MORRIS Minor Convertible	£485
6165 1952 MORRIS Minor saloon	£495

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DRIVE AWAY IN 10 MINUTES in the car of your choice on 1/3rd deposit. BALANCE OVER 18, 15, 12 months.

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We will gladly part exchange any car or motor cycle.  
ELITE H.P. SAFEGUARD SCHEME against unemployment, accident and sickness.

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AUSTIN A.40 Somerset D/H Coupé, hide upholstery, heater and overriders, black/red.

AUSTIN A.70 saloon, sun roof, hide, heater and clock, Balmoral blue.

FORD Zephyr P.V.C. upholstery, heater, black or grey.

RILEY 1½-litre saloon, black/blue with grey interior.

WOLSELEY 4/44 saloon, silver grey and maroon upholstery.

FORD 10-cwt. van in primer.

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1954 (Feb.) LANCHESTER 14 saloon, 980 miles only, heater, radio, colour grey with blue leather uph.

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1951 (Nov.) TRIUMPH Renown saloon, heater, in exceptional condition ..... £585

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Service Station: (Day and Night): Cleveland Garage, Cleveland Street, W.1. Phone: Regent 0424 (6 lines).

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**FULLERS OF COOMBE**

NEW CARS IN STOCK

AUSTIN A.70, grey, fixed head

JAGUAR MARK VII, grey

USED CARS

1951 AUSTIN A.40, black. .. £495

1953 AUSTIN A.70, black. .. £685

1951 TRIUMPH Renown, green. .. £585

**Coombe Bridge Garage**

KINGSTON BY PASS, S.W.20

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- 1953 A.40 SOMERSET saloon, fitted radio and heater, total mileage 1,200 ..... £695  
 1952 TRIUMPH Mayflower saloon, fitted heater ..... £475  
 1949 HUMBER Super Snipe, fitted radio, one owner ..... £425  
 1949 STANDARD Vanguard saloon, fitted radio and heater ..... £370

### NEW CARS AVAILABLE

HUMBER Super Snipe saloon.  
 HUMBER Hawk saloon.  
 SUNBEAM-TALBOT 90 saloon.  
 SUNBEAM-TALBOT Alpine.  
 CITROEN Light 15 saloon.

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 STEPNEY GREEN 4285 (10 Lines)

## LANKESTER ENGINEERING CO. LTD.

### USED CARS

- 1952 (Oct.) VANGUARD, heater and radio, 11,000 miles. £575.  
 1953 AUSTIN A.40 s/r. saloon, 11,000 miles. £650.  
 1953 (Sept.) M.G. 2-str., 2,000 miles. £650.  
 1953 VANGUARD Ph. II, heater, 6,000 miles. £695.  
 1949 TRIUMPH Renown, heater, radio, resprayed. £485.  
 1951 VANGUARD, leather and htr. £485.

KIN 39/43 EDEN STREET KIN  
 3151/4 KINGSTON-ON-THAMES 3151/4

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IMMEDIATE DELIVERY FROM STOCK INCLUDING:-  
 Austin A.70—Humber S/Snipe and Hawk—Sunbeam-Talbot  
 Vanguard—Ford Zephyr—W.B. T.P.

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- 1951 AUSTIN A.70 saloon, black. One owner. Radio, heater and seat covers. Very nice throughout ..... £540  
 1950 JAGUAR 2½ Mark V saloon, Grey/red. Radio/ heater. One owner. Exceptional ..... £765  
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 Or hired 36 months inc. tax and ins. .... £14 7 6  
 1952 JOWETT Javelin saloon ..... £250 0 0  
 Or hired 36 months inc. tax and ins. .... £26 3 0  
 1947 LEA TRACER Utility ..... £350 0 0  
 Or hired 36 months inc. tax and ins. .... £15 5 0  
 1947 FORD Prefect 4-door ..... £425 0 0  
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 Or hired 36 months inc. tax and ins. .... £13 10 0  
 1950 STANDARD 10 saloon ..... £250 0 0  
 Or hired 36 months inc. tax and ins. .... £11 15 3  
 1950 LANCHESTER 14 saloon ..... £250 0 0  
 Or hired 36 months inc. tax and ins. .... £11 15 3  
 1950 ROVER 14 ..... £175 0 0  
 Or hired 36 months inc. tax and ins. .... £9 3 0

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- 1939 VAUXHALL 10, black, brown interior, good condition ..... £265  
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 1938 HILLMAN MINX 10 h.p., black/brown, mechanically sound, tyres good all round ..... £165

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- £695 VELOX 1953 model, registered December 1952, metallic blue, Motorola radio, heater, fog lamp, screen clean, reversing lights, one owner, 12,000 miles only.  
 £545 WYVERN 1951, blush grey, heater, fog lamp, reversing lights, beautifully maintained.  
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 £495 VELOX 1950, blush grey, radio, heater, fog lamp, reversing lights, link mats.  
 £475 WYVERN 1950, black, heater, fog lamp, new engine 9,000 miles old.  
 £475 VELOX 1949 green, heater, fog lamp, one owner, very good condition.  
 £435 VELOX 1949 model, b'ack, heater, fog lamp, link mats, one owner, mechanically faultless.

Many more cars to choose from. ANY CAR TAKEN IN PART EXCHANGE. WE BUY GOOD USED VAUXHALLS FOR CASH. Demonstrations any time or place without obligations.



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Being England's leading agents for ROVER, JAGUAR and many other fine cars, gives HENLYS the added advantage of acquiring the best type of used models. It is easy to see why Henlys' selection is incomparable. Here are some examples:—

1948 A.C. 2-ltr. 2-dr. Saloon, radio	Duo Blue	£525
1950 ALVIS 14 Saloon	Green	£745
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1952 ARMSTRONG SIDDELEY Lancaster S/Saloon, radio, heater	Blue	£825
1953 AUSTIN A.70 Hereford F/H Saloon, radio	Black	£825
1950 AUSTIN A.90 Atlantic D/H Coupe, radio	Blue	£645
1951 BENTLEY Mk. VI 4½ 2-dr. Sports Saloon by James Young	Black	£3,150
1950 CITROEN L1 15 S/Saloon	Black	£595
1947 DAIMLER 2½ Saloon	Grey	£595
1953 FORD Zephyr Saloon, heater	Grey	£675
1951 FORD Pilot Saloon	Blue	£435
1946 HILLMAN Minx Saloon	Dark Blue	£365
1952 HILLMAN Minx Mk. V. Coupe, heater	Green	£625
1949 HUMBER 14 Hawk Saloon	Green	£545
1953 HUMBER 16 Hawk Saloon	Black	£845
1949 JAGUAR 3½ S/Saloon	Black	£595
1952 JAGUAR Mk. VII S/Saloon	Silver Green	£1,225
1951 JAGUAR XK 120 Sports	Green	£965
1950 MORRIS Six Saloon	Maroon	£430
1952 RILEY 2½ Saloon, heater	Grey	£995
1947 ROVER 12 S/Saloon	Black	£545
1949 ROVER 75 P.3 Sports S/Saloon	Black	£775
1953 ROVER 75 Saloon	Black	£1,080
1951 SINGER 4 A.B. Roadster	Black	£425
1953 STANDARD Vanguard Ph. II Saloon, heater	Black	£725
1953 STANDARD Vanguard 2-dr. Estate Car, radio, heater	Grey	£795
1950 SUNBEAM TALBOT 90 S/Saloon	Bronze	£675
1953 TRIUMPH Mayflower Saloon	Jade Green	£585
1952 TRIUMPH Renown Saloon	Metallic Grey	£725
1953 VAUXHALL Wyvern Saloon, radio, heater	Green	£745
1951 WOLSELEY 4/50 Saloon, radio, heater	Black	£645
1953 WOLSELEY 6/80 Saloon	Black	£825

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Deferred Terms.

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## USED CARS FOR SALE & WANTED—SPARES & SERVICE

### A.C.

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

**1954** A.C. Petite 3-wheeler, 850 miles only, engine very carefully run-in, owner changed to new 4-seater car, fitted trafficators, etc.; 259gns. Hire Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

**B. J. HUNTER, Ltd., offer:—**

**1948** A.C. 16hp saloon, excellent condition throughout, hand-made car at bargain price of £450.

**J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. (C2040)**

**SEYMOUR & CLEMENTS, Ltd., offer:—**

**1950** series A.C. sports saloon, black, red leather, careful owner, superb condition, £545.—50, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1084-5. (C4007)

**!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars"**

**1951** A.C., immaculate condition, completely re-cellulosed, one owner; £595. (C1046)

**CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4721. (C1048)**

**£265**!!! A.C. 16/80 2-litre sports 2-seater, Nov. 1938; a good example of this fast, stylish sports car, many special features to delight the true enthusiast, handles delightfully and literally goes like the proverbial scalded cat.

**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m., Mondays to Saturdays, open Good Friday and Easter Monday; write for catalogue.**

**1951** A.C. saloon, finished fawn with red leather, one owner, 26,000 miles, all new tyres, radio and heater, this car has been very well cared for and is faultless throughout. £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tel. H. 8111.

**Beautifully maintained 1950 (August) A.C. 2-litre saloon, finished in slate grey and chromium with red leather upholstery; this car has the usual very full and complete equipment, is fitted in addition with demisters and has a truly delightful performance; it has been serviced by us as sole A.C. distributors for London, Middlesex and Surrey and is offered with written guarantee, and our thorough recommendation. £665; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2903)**

**A.C. Cars Wanted**

**SALOON, 1949 or later.** Full particulars 24, Northway, Maghull, Liverpool. Maghull 456. (9519)

**REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.**

**ROWLAND SMITH'S, the Car Buyers—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**

**XXX** H. F. Edwards offer immediate cash for good A.C. cars.—Details, please, to: 26/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

**ALFA-ROMEO**

**BARTLETT—Alfa-Romeo, large stock from £325.—27a, Pembroke Villas, W.11. (C1013)**

**1939** 18hp 7-seater twin camshaft saloon; terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 5159. (9411)

**A engine overhaul includes crank grind, Martlett pistons, supercharger races etc., wonderful performance, excellent tyres; £265.—Autom. Hampstead 3450. (9592)**

**Alfa-Romeo Cars Wanted**

**BARTLETT will pay more for good Alfa-Romeos.—27a, Pembroke Villas, W.11. Basewater 0523.**

**ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Alfa-Romeo—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**

**Alfa-Romeo Spares and Service**

**THOMAS & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. (9214/R)**

**ALLARD**

**1952** Allard M2X, 13,000 miles, grey, blue leather, in outstanding condition; £785.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

### SALES & WANTS

Turn to page 86 for Advertisement Form

### INDEX

	PAGE
Ambulance	76
Auctions, Tenders, Appointments, etc.	86
Axlehafts	81
Batteries, Chargers, etc.	81
Books, etc.	85
Brakes, Cables, etc.	81
Business and Property	84
Camshafts	81
Caravan Section	77
Carburetors, Economisers	81
Car Carpets	82
Car Covers	82
Car Radio	81
Cars for Hire	80
Chromium Plating	82
Clothing, etc.	82
Coachbuilders and Bodies	82
Commercial Vehicles	77
Contact Lenses	81
Cylinder Blocks	82
Cylinder Grinding, etc.	82
Dynamos	82
Electrical Equipment	82
Engines and Accessories	82
Exchange	82
Garage Equipment	82
Gear and Steering Boxes	82
Heaters	82
Hoods, Screen Collapsers, etc.	82
Hotels, Guest Houses, Accommodation	85
Independent Suspensions	82
Insurance	82
Lamps, etc.	81
Loose Covers	83
Magnetos	83
Motor Cycles for Sale	76
Motor Heaters	76
New Cars	77
Packing and Shipping	81
Parts and Accessories	83
Patents, Experimental Work	81
Pistons	83
Radiators, Muffs, etc.	83
Repairs, Welding, etc.	83
Roof and Rear Luggage Racks	83
Safety Glass	83
Second-hand Cars for Sale, Wanted and Spares and Service	55-76
Shocks Absorbers	84
Silencers	84
Situations Vacant	85
Situations Wanted	85
Speedometers	84
Springs	84
Superchargers	84
Taxicabs	76
Trailers	77
Tuition	81
Tyres and Tubes	84
Wheels, Discs, etc.	84
Windcreens, Wipers, etc.	84

### MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 85

### ALLARD

L. F. WARD.

**1949** Allard drop head coupe, 27,000 miles, beige, very clean car.

**L. F. WARD, Ltd., Grange Rd., Grange Rd., Thornton Heath, Tel. Thornton Heath 3347.**

**J. HUNTER, Ltd., offer:—**

**1950** Allard P saloon, just fitted new tyres, really as new; £450. (C2040)

**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)**

**RICHARDS & GARR.—Always best value.**

**1951** K2 2-seater, one owner, spotless condition; £500.

**1949** drop head coupe, Ekco radio, spot lamps, smart; £345.

**35, Kinnerton St. London, S.W.1. Sloane 5424. (C2045)**

**!! Chipstead Motors Ltd.—see our advertisement under "Sports Cars"**

**£555**—1951-2 Allard saloon, magnificent specimen, 19,000 miles, one titled owner only, used as second car, irreplaceable condition, 3 months guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)**

**1949** Allard coupe one owner fitted 3 1/2-litre Cadillac engine and close ratio box. Rustle wheels, condition and appearance as new, terrific performance; £850.—Stourcliff Close Garage, Stourcliff St. W.1. Paddington 9238. 19112

**395** gns.—Allard, 1949 fourseater drop head coupe, column gear change, radio, excellent condition, choice of 5 Allards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**Allard Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Allard—Hampstead (Tube), N.W.2. Ham 6041. (W4018/R)**

**B. J. HUNTER, Ltd., offer:—**

**FOR immediate purchase of your Allard.**

**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)**

**BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11. Basewater 0523. (W1013)**

**RICHARDS & GARR, the best Allard buyers.—35, Kinnerton St. London, S.W.1. Sloane 5424. (W3045)**

**PERFORMANCE CARS** urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 1841. (W3041)

**ALVIS**

**B. J. HUNTER, Ltd., offer:—**

**1951** Alvis 3-litre saloon, superb car, genuine 100 mph; £695.

**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. (C2040)**

**BROOKLANDS, Alvis London distributors. (C2040)**

**1953/4** Alvis 3-litre sports 2-seaters

**1952** Alvis 3-litre saloon, small mileage.

**1951** Alvis 3-litre 4-door saloon; £950.

**ABOVE cars guaranteed; from £950.**

**DEFERRED terms confidence, solidity, security.**

**103, New Bond St., London, W.1. Mayfair 3551-6. (C1029)**

**!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars"**

**1952** Alvis 3-litre saloon, low mileage; £1,095.

**GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 8611. (C2023)**

**1951** Alvis 3-litre 4-door saloon, twin carburetors, one owner; £575; choice of 2.

**1949** Alvis fourseater coupe, one owner, works re-conditioned engine; £595.

**1939** 12-70 Alvis 4-door saloon; £295.

**THE Alvis People, A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C. 19. Rus. 2874-5.**

**PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars."**

**(C2041/R)**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## GE

**1938** very late absolutely magnificent 4.5-litre 31hp Alvis, fitted outstanding 4-door 4-light 5-seater aluminium coachbuilt saloon body by Charras-worth, with twin-opposing sliding roofs and graceful swept tail incorporating spacious luggage compartment, finished really brilliant unmarked black cellulose, glittering chromium plate, maroon wheels, with contrasting beige fitted brake drums; upholstered throughout in finest quality beautiful beige leather, super tailored fanned maroon/beige tartan loose covers, with accessories to tone, all in the same immaculate order, including French-painted interior woodwork, comprehensive equipment includes: independent front suspension, ride control shock absorbers, Smiths built-in jacks, manual ignition, triple S.U. carburetors, twin S.U. electric petrol pump, Frim oil filter, detailed instrument panel, large type speedometer, revolution counter, remote control gearbox, Lucas F.100 headlights, fog/lamp lights, reversing lights, twin tonehorns, badge bar illuminated built-in rear number plate, timed trafficators, elegant mascot, Smiths heater, screen washers, Venner pre-set automatic lighting time switch, clear heater, twin interior lights, concealed ashtrays, etc., maintained completely regardless of cost, mechanically superb, having undergone major overhaul by Alvis, Ltd. as follows: works replacement engine, approximately 11,000 miles since overhaul, fitted reconditioned gearbox, overhaul of suspension, radius arms, etc., excellent tyres, near-new batteries; over £350 spent, full history available; superb roadholding, very fast, a joy to behold; written guarantee, £500; hire purchase, part exchange;—Geoffrey Edwards, Ltd., Bevington, Leics. Tel. 118. (C2000)

**1936** 4-door Alvis, black, red leather, taxed year, £150.—K.J. Motors, Ltd., Bromley, Havens-bourne 3450. (C1952)

**1936** 4-door Alvis 5-litre saloon de luxe, one careful owner, small mileage, bargain price, 3 months guarantee, hire purchase, exchanges. LAMBE OF WOOD GREEN, Finchley, N.12. (C2002)

**1936** 4-door Alvis 5-litre saloon de luxe, late 1936, 12,421-423, High Rd., Finchley, N.12. (C2002)

**1936** 4-door Alvis 5-litre saloon de luxe, late 1936, 12,421-423, High Rd., Finchley, N.12. (C2002)

**1936** 4-door Alvis 5-litre saloon de luxe, late 1936, 12,421-423, High Rd., Finchley, N.12. (C2002)

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## AMERICAN CARS

**ATTENTION!!!**  
LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

**CAMDEN MOTORS** offer post-war models:  
**1952** Chrysler Windsor right-hand drive, 9,000 miles, virtually as new throughout.  
**1950** Studebaker Champion right-hand drive saloon, 22hp model, with overdrive and all extras.

**1949** Buick Super 8 saloon, 4-door series, very low mileage, indeed.  
**1949** Packard Super 8 right-hand drive 4-door saloon, unblemished, all extras.  
**1948** Packard Clipper saloon, right-hand drive, registered here 1950, but one owner since 1948, chauffeur kept.

**1947** Packard Clipper saloon, right-hand drive.  
**1947** Buick Roadmaster saloon, series 70, right-hand drive, 51,000 miles.

**PRE-WAR models:**  
**1940** Hudson 16.9 saloon, just undergoing body re-cellulose; £245.  
**1940** Hudson 16.9 drop head coupe, with radio, heater, Carlton fourpence; £265.  
**1940** Pontiac Silver Streak drop head coupe, radio, heater; £295.  
**1940** Buick Super 8 saloon, one owner since 1945; £295.

**1939** Buick Viceroy saloon, overhauled by competent mechanics; £295.  
**1939** Buick Carlton drop head, superb specimen; £295.  
**1938** Buick drop head coupe, Fisher special body; £295.  
**1938** Buick Viceroy saloon, unused 1939-1946, genuine 42,000 miles; £250.

**1937** Hudson Straight 8 saloon and drop head; £145.  
**1937** Studebaker Champion, Dictator and Commander models, 1937-1939.

**CALL**, write or phone for details.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open all 8 p.m. Mondays to Saturdays.

**B** selection of post-war American cars, enquiries invited—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3593 (Ad. Leicester Sq. Tube Station.)

**1947** saloon, black, brown leather, massive late style front grille, radio, heater, only 6,000 miles on new engine, 80 m.p.s. guaranteed; snip at £435; terms.

**DOUGLAS CAR SALES**, 905-322, Great Cambridge Rd. Enfield, Tel. Enfield 5150. (C1075)

**8-PASSENGER** 1947 Packard Clipper saloon, ideal continental touring, widest forward overhang, lavishly equipped, spacious boot, £785. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2841. (C1006)

**JOE THOMPSON MOTORS**, Ltd., offer a selection of late model American cars including 1954 Dodge, 200 miles, right-hand drive, hydramatic, radio and heater.—81/85, Fulham Rd., South Kensington, Kensington 4858. (C4028)

**£695!!!** 1949 (reg.) Studebaker 26hp special Land-cruiser 4-door sports saloon, L.H.D., magnificent super modern low chapeau, genuine million dollar look and similar to 1952 series, magnificent condition, small mileage.—Belco.

**£645!!!** 1948 Oldsmobile 2-door sports saloon, ideal continental touring, widest forward overhang, lavishly equipped, spacious boot, £785. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2841. (C1006)

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## ARMSTRONG SIDDELEY

**HAROLD SIMONS, Ltd., offer:—**

**1948** Armstrong Siddeley Hurricane drop head fourpence, black, brown leather, heater, spot light, fitted special hood with rear quarter lights, an excellent car throughout; £435.—Below.

**1950** Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light; an immaculate car in excellent mechanical condition; £595; trade enquiries welcomed; 3 months' written guarantee. The service after sale; exchange deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.3 (at North Circular Cross Road, 3 minutes trolley East Finchley Tube), Finchley 0852-53.

**A CLAY & TABOR, Ltd., Welwyn By-Pass, Herts.**  
**A Welwyn 481-2-3, offer:—**

**1939** Armstrong Siddeley 17hp saloon, finished blue, blue leather, taxed for year, good condition throughout; £225. (C1001)

**1949** Armstrong Siddeley Hurricane coupe, black, red hood, radio and heater, serviced and guaranteed; £335.

**CHARLES POLLETT, Ltd., Showrooms: 18, Berkeley St., W.1. Mayfair 6266.**  
**SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.8. Cunningham 5345. (C2010)**

**1949/50** Typhoon, immaculate condition, new engine just fitted, real opportunity; £525!!! —A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723.

**1951** (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, usually well maintained; £775; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. (C0465)

**1946** Armstrong Siddeley Hurricane, blue with blue upholstery, immaculate condition, unmarked, any trial, one owner; £365.—Cattermole (Garages), Ltd., 78-80, Pentonville Rd., nr. King's Cross, Islington, Ter. 1001. (C0503)

**495** gns.—Armstrong Siddeley, 1948 Lancaster 4-door saloon, black, sliding head, blue leather, pre-selector, upholstery, carefully terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (C2016)

**XXX** Really exceptional 1937 (November) Armstrong Siddeley Hurricane coupe, black and chromium with leather upholstery, fitted radio and heater, built-in jacks, etc., a really beautifully maintained and most attractive example, thoroughly recommended and offered with written guarantee, at £398; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. (C2005)

**XXX** Really exceptional 1952 Armstrong Siddeley Whitley saloon, finished in a particularly attractive shade of grey green cellulose with chromium bright fittings and green leather upholstery; it is fitted with specially designed rear wheel spars and a full equipment includes heater, radio, screen washers, 2 pass lamps, wide view mirror and pre-selector gear box, a carefully maintained and most attractive example, written guarantee; £755; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (C2001)

**1800** LANCERS, 18hp/1951, partition, forward L occasions, leather throughout, 1953-condition, 15,000 genuine mileage, privately chauffeured, another, 1951, cloth upholstery, 21,000 miles, immaculate, £895. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2841. (C1006)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

**B**ROOKLANDS, Aston Martin sole distributors.  
**1954** D.B.2/4 models available, show and demon-  
**1952** stration. Aston Martin D.B.2 saloon, immaculate,  
 guaranteed.  
**BUY** or sell your car with confidence.

**103** New Bond St., London. W.1. Mayfair 8351-5.  
**BARTLETT**,—Aston Martin 1954 D.B. 2-4, wireless,  
 etc., mileage 1,500. (C1029)  
**BARTLETT**,—Aston Martin 1939 model, 2-litre, 80  
 mph drop head coupe; £295.—27s, Pembroke  
 Villa, W.11. (C1013)  
**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts.  
 A Welwyn 481-2-3, offer:—

**7000** miles 1952-3 Aston Martin DB2 saloon, van-  
 tage engine, one owner, finished blue, fitted  
 suitcase, immaculate condition; £1,395. (C1001)

**PERFORMANCE CARS** offer large selection of pre-  
 war Aston Martins:—  
**A**STON MARTIN 1½-litre Ulster 2-seater, 1936,  
 £395; Aston Martin 2-litre tourer, 1940, £445.

**A**STON MARTIN 2-litre short chassis 2-seater, 1937,  
 £345; A/Martin 2-litre sports saloon, 1937, £375.  
**A**STON MARTIN 2-litre Speedmodel, ex-Rossall,  
 £395; A/Martin International tourer, 1932, £195.

**IMMEDIATE** hire purchase, insurance and part-ex-  
 changes; many others in stock. See under "Sports  
 Cars." (C0941)

**A**STON MARTIN International 2/4-str., modified Le  
 Mans, engine fitted late type pistons and conrods,  
 gear box, axles and steering perfect condition, car in  
 B.R.G., new hood and tonneau cover, a thoroughbred  
 car for the enthusiast; £275 for quick sale, as room is  
 needed.—Western 1309. (19614)

## Aston Martin Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Aston Martin.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

**A**STON MARTIN cars wanted for cash; full details:—  
 Priory Motors, Ltd., Old Windsor. Windsor 3008-3.  
 (C10197/R)

**BARTLETT** will pay more for good Aston Martins:—  
 27s, Pembroke Villa, W.11. Bayswater 0523.  
**Aston Martin Spares and Service**  
**FRIARY MOTORS, Ltd.**

**A**STON MARTIN main dealers.  
**S**OLE suppliers of spares for all Aston Martin cars  
 produced up to 1940, specialised servicing facilities,  
 2-litre reconditioned engines available.—Straight  
 Rd., Old Windsor. Tel. Windsor 2002-3. (10198/R)

## AUSTIN SEVEN

**1935** Austin Seven saloon in nice condition; £95;  
 terms.—Newbery Cars, Muswell Hill, N.10.  
 Tudor 3594. (19628)

**175** gns.—Austin 7, 1936 Nippy sports 2-seater,  
 cream, red leather, excellent condition; terms,  
 exchanges; list; open 9-7 week-days and Saturdays.  
 Rowland Smith, Hampstead (Hamstead Tube). Ham-  
 stead 6041. (C1018)

## Austin Seven Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin 7.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## AUSTIN A30

**C**AR MART, Ltd.,  
**L**ONDON distributors.  
**1953** 54 Austin A30 2-door saloon, heater; £495.—  
 N.W.11, Euston 1212. (C1039)

**£485**—1952 (August) Austin A30 4-door saloon,  
 beige, 7,000 miles, fitted heater, in beautiful  
 condition.

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks.  
 Tel. Denham 2266. (C1070)

## Austin A30 Cars Wanted

**C**AR MART, Ltd., London distributors, wish to  
 purchase Austin A30 cars.—Austin House, 297,  
 Euston Rd. N.W.1. Euston 1212. (10257/R)

**R**ICHARDS & CARR buy Austin A30—35, Kimberton  
 St., London, S.W.1. Biscane 5424. (W3045)

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin A30.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## AUSTIN EIGHT

**1946** Austin 8 saloon; £285.  
**1939** Austin 8 saloon; £185; 3 months' guarantee;  
 terms and exchanges.—John 8, Truscott, Ltd.,  
 Hornsey Mountview 5228 and 5774. (C4054)

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—  
**1947** Austin 8 saloon, grey, heater; £317.

**A**USTIN House, 140/144, Golders Green Rd., Golders  
 Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

**1939** Austin 8 saloon de luxe, black with blue  
 leather, very clean and smart; £265.  
**R**EG TIMMS (MOTORS), Ltd., 17-18, High St., Tod-  
 dington, Beds. Tel. 571. (C1064)

**£222** 1940 Austin 8 saloon, excellent condition,  
 carefully used, choice also 2 others; 3  
 months' guarantee, hire purchase, exchanges.  
**L**AMBS OF WOOD GREEN, Finchley Showrooms,  
 L 421-423, High Rd., Finchley, N.12. Finchley 6221.  
 (East Finchley Underground). (C2052)

**325** gns.—Austin 8, 1947 saloon, sliding head, leather,  
 excellent condition; terms, exchanges; list; open  
 9-7 week-days and Saturdays.—Rowland Smith, Hamp-  
 stead (Hamstead Tube). Hamstead 6041. (C4016)

## Austin Eight Cars Wanted

**P**RIVATELY owned Austin 8—S. Brae Court, King-  
 ston Hill, Surrey, Tel. Hill 2768. (W2037)

**W**ANTED for private owner, Austin 8 or 10, 48-57  
 —65, Highbury Park, N.5 Canonbury 1650, (19259)  
**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin 8.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## AUSTIN TEN

**RAYMOND WAY**,  
**RAYMOND WAY** of Kilburn.

**RAYMOND WAY**, the Hire-Purchase specialists.  
**1939** Austin 10/4 Cambridge 4-door saloon, original  
 blue, black cellulose, really immaculate, one  
 owner only from new; 249gns.

**H**IRE Purchase terms on the spot with no references,  
 no formalities or guarantors; part exchange on  
 your present motor cycle or car; always 200 cars under  
 £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6.  
 Maids Vale 6044 connecting all branches and de-  
 partments (Kilburn Park Station, Bakerloo line, 150  
 yards). (C4047)

**1947-8** Austin 10 saloon, magnificent. (C4058)  
 S.W.7. Frs. 1319. (C4058)

**1939** Austin 10 sun sln., excellent value; £265.—  
 Smith & Hunter, 376, Kensington High St.,  
 W.14. Western 2512. (C4019)

**1940** Austin 10 saloon, resprayed, 7,000 miles since  
 complete mechanical overhaul, extras, taxed;  
 £255.—Ravenbourne 4609. (19570)

**£145**—1939 Austin 10 saloon, mechanically very  
 sound, body needs attention.—Autonips, 5,  
 Balham High Rd., Balham 1509. (C1009)

**1946** Austin 10 saloon, sunroof, one owner, excel-  
 lent condition throughout; £335.—Northways  
 Garage, Swles Cottage, N.W.5, Primrose 1127. (C3026)

**1939** Austin 10 Cambridge 4-door saloon, black,  
 mechanically sound, a popular car, nice condi-  
 tion throughout; £320.—Kings Motors, 1, High St.,  
 Hounslow 241. (C2049)

**1946** Austin 10 saloon, dark blue, one owner, very  
 good condition in every respect; £350.—  
 Garage Service Co., Ltd., 109, Finley Rd., Golders  
 Green, N.W.11. Speedwell 8692 or 7008. (C2019)

**ROYS** offer, 1947 Austin 10 saloon, really magnif-  
 icent; £345; n.p. and exchanges.—Roys Automobiles,  
 Ltd., 127, Parkway, N.W.1. (near Camden Town Tube  
 Station). Euston 2700 and 8894. (C3059)

**225** gns.—Austin 10, 1937 Cambridge de luxe saloon,  
 black, sliding head, fawn leather, carefully  
 used, choice of 3 Austin 10s; terms, exchanges; list;  
 open 9-7 week-days and Saturdays.—Rowland Smith,  
 Hampstead (Hamstead Tube). Hamstead 6041.  
 Austin Ten Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin 10.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## AUSTIN A40

**A**WAYS  
**A**USTIN A40s. A selection with a written guarantee  
 and free after sales service at  
**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham  
 Junction, S.W.11. Bait. 2252. (C3032)

**C**AR MART, Ltd.,  
**L**ONDON distributors.  
**1953** 54 Austin A40 Somerset saloon, radio, heater;  
 £595.  
**1952** Austin A40 Somerset saloon, radio, heater;  
 £625.—Car Mart, Ltd., 150, Park Lane, N.W.1.  
 Grosvenor 3454. (C1059)

**B**OOK & PORTER, Ltd.,  
**1951** saloon, column gear, heater, exceptional;  
 £495.  
**1949** saloon, grey, heater, one owner; £435.—  
 Castelnau, S.W.13. (By Hammersmith  
 Bridge). Riverside 4444. (C1022)

**B. J. HUNTER, Ltd.**, offer:—  
**1952** Austin A40 sports, remarkable condition;  
 £595.  
**1951** Austin A40 saloon, special export model;  
 £450.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway,  
 N.W.2. Gladstone 6303. (C2040)

**E**L.M. AUTOSALES offer:—  
**1949** (October) A40 de luxe saloon, one owner, low  
 mileage, sun roof, heater, leather, green,  
 cellulose unmarked, tools unwrapped, completely original  
 condition; £435.—Elm Automobiles, 65, Hartfield Rd.,  
 Wimbledon, S.W.19. Wimbledon 4825. (C2067)

**SEYMOUR & CLEMENTS, Ltd.**, offer:—  
**A**USTIN A40 G83 series, black, beautifully kept, small  
 mileage, any exam.—38, Watford Way, Hendon  
 Central, N.W.4. Tel. Hendon 8094-5. (C4007)

**M**ERBES & MEBB, Ltd. (Ed. 1939), offer:—  
**1951** Austin A40 Devon sliding head saloon, olive  
 green, heater, pass light, loose seat covers,  
 taxed, used exclusively by a director, moderate mileage,  
 excellent; £565.—The Broadway, Mill Hill, N.W.7. Tel.  
 Mill. 2040. (C3012)

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—  
**1954** Austin A40 Countryman, dark green, heater,  
 over-riders; £742/11/6.  
**A**USTIN House, 140/144, Golders Green Rd., Golders  
 Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

**£475**—1949 Austin A40 Devon de luxe saloon, blue  
 with blue leather, good tyres, taxed, in excel-  
 lent condition.

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks.  
 Tel. Denham 2266. (C1070)

**£465** small mileage; choice of 2; 3 months' guaran-  
 tee; hire purchase; exchanges.  
**L**AMBS OF WOOD GREEN, Finchley Showrooms 421-  
 423, High Rd., Finchley, N.12. Finchley 6221.  
 (East Finchley Underground). (C2052)

**1952** Austin A40 Somerset, beige, heater, one  
 owner, 18,000 miles; £575.—Vandervell, 215,  
 Haverstock Hill, N.W.5. Primrose 4441. (C4057)

**1949** Austin A40 Devon saloon, blue, excellent con-  
 dition throughout; £435.—Northways Garage,  
 Swles Cottage, N.W.5, Primrose 1127. (C4026)

**1949** Austin A40 colour black; £460.—  
 L. F. Dove, Ltd., 69, Broadway, Wimbledon,  
 S.W.19. Liberty 3455. (C1077/R)

**BRIDGE CLARE, Ltd.**—1949 Austin A40 saloon,  
 green/beige, heater, one owner, £429; 1948, green/  
 beige, heater, £369; 3 months' guarantee; terms, ex-  
 changes; lists.—158, Stockwell Rd., S.W.9. Brixton  
 6251. (C3068)

## AUSTIN A40

**C**AMDEN MOTORS for Austins.—A40 saloon, Decem-  
 ber 1951, steering column gears, etc., beautiful  
 specimen of this late series, nominal mileage; £545.

**C**AMDEN MOTORS for Austins.—A40 saloons, choice  
 of seven others, 1949-1950, from £425.  
**C**AMDEN MOTORS for Austins.—Leighton Buzzard,  
 Beds. Tel. 2041. Open till 8 p.m. Mondays to  
 Saturdays, open Good Friday and Easter Monday. Write  
 for catalogue. (C1035)

**G & M** Alfreds.—1940 Austin A40 Pick-up, excel-  
 lent order; £265—6-7, Warren St. W.1. Euston 3268

**1949** A40 saloon, one careful owner, excellent con-  
 dition throughout; £265.—L. F. Dove, Ltd.,  
 69, Broadway, Wimbledon, S.W.19. Liberty 4456.

**1952** A40 Devon saloon, steering change, radio,  
 heater, spot lamp, loose covers, exceptional  
 condition; £575.—Dobsons, Ltd. (Austin Agents),  
 Staines 801. (C1074)

**575** gns.—Austin A40, October 1953 Somerset saloon,  
 8,900 miles, exceptional; terms, exchanges.—Rowland  
 Smith, below.

**445** gns.—Austin A40 1951 Devon saloon, sliding  
 head, leather, heater, one owner, excellent con-  
 dition, choice of nine A40s; terms, exchanges; list;  
 open 9-7 week-days and Saturdays.—Rowland Smith,  
 Hampstead (Hamstead Tube). Hamstead 6041.

**W**HERITIS, SCOTT, Ltd.—1949 Austin A40 Devon,  
 blue, heater, excellent condition; £425.—39,  
 Colosse Crescent, Hampstead, N.W.3. (Swiss Cottage  
 Tube). Frs. 5914. (W4018/R)

**900** miles only, 1954 (Mar.) Austin Somerset saloon,  
 heater, leather; £605.—British & Colonial  
 Motors, Ltd., 15-14, Upper St. Martin's Lane (Adj.),  
 Leicester Sq. Tube stn.1. W.C.2. Temple Bar 3588.

## Austin A40 Cars Wanted

**C**AR MART, Ltd., London distributors, wish to  
 purchase Austin A40 cars.—Stanhope House, 320  
 Euston Road, N.W.1. Euston 1212. (10957/R)

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin A40.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

**G**OOD A40 wanted; immediate cash.—Lib. 1604 or  
 W3048  
**W**HY accept less for your Austin A40 saloon or  
 Countryman when you can get its full market  
 value from

**F**CRICKLEWOOD OF CRICKLEWOOD, Ltd., 200-220,  
 Cricklewood Broadway, N.W.2. Gladstone 2254.

## AUSTIN TWELVE

**A**USTIN 12 (September, 1947), immaculate condition,  
 privately owned.—Tel. Kensington 3455. (1965)

**£185**—1938 Austin 12/4 saloon, an excellent run-  
 ner, £70 down.—Bray Motors, 180-184, West  
 End Lane, N.W.6. Hampstead 6490. (C1034)

## Austin Twelve Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin 12.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## AUSTIN SIXTEEN

**C**AR MART, Ltd.,  
**L**ONDON distributors.  
**1952** Austin 16hp hire limousine; £695.—Car  
 Mart, Ltd., 37, Davies St., Grosvenor Sq.,  
 W.1. Mayfair 5011. (C1039)

**1948** Austin 16 saloon, black, one owner; (C1039)  
 L. F. Dove, Ltd., 111-115, Adiscombe Rd.,  
 Croydon, Adiscombe 5066. (C1076)

**1948** (October) saloon, blue, brown leather and  
 cloth, heater and for lamp, excellent condi-  
 tion; £435.—Robbins, East Putney, Tel. 4581. (C3010)

**£385**—1948 Austin 16 saloon, recon, engine, im-  
 maculate.—G.P. (Baltham) Ltd., 65, Baltham  
 Hill, S.W.12 (100 yards Clapham South Tube). Bait.  
 1107-8-9. (C2024)

**G & M** Alfreds (1956), Ltd., formerly Guy  
 owner, 1952 condition.—6-7, Warren St., W.1. Euston  
 3268. (C1005)

**1939** Austin 16 cabriolet, guaranteed £245; also  
 1937 Austin 16 saloon, guaranteed £175; par-  
 tments.—Oldfield, 386, Kensington High St., W.14.  
 Western 6651. (C1029)

**R**OYS offer a grand 1947 Austin 16 saloon; £565;  
 terms and exchanges.—Roys Automobiles, Ltd.,  
 127, Parkway, N.W.1 (near Camden Town Tube  
 Station). Euston 2700 and 8894. (C3059)

**1948** roof, radio, heater, loose covers, one owner,  
 serviced by us, and in unusually fine condition; £425;  
 exchanges; deferred terms.—John 8, Truscott, Ltd.,  
 175, Westbourne Grove, W.11. Bay. 3474. (C4035)

**1948** (late) Austin 16 saloon, black/brown, one  
 owner, low mileage car, fitted radio, heater,  
 spotlights, etc.; a 3 months' guarantee; unrepresen-  
 tative offer at £355.—Dudley Cobbold Automobiles, 204/210/  
 216, The Broadway, Wimbledon, S.W.19. Liberty 7576.

## Austin Sixteen Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Austin 16.—Hamstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

**H**IRECAR Limousines urgently required, cash waiting.  
 L. Lips & Saunders Ltd., Providence Court, North  
 Audley Street, Mayfair-2941. (W1006)

## AUSTIN A70 &amp; A80

**W** HAROLD PERRY, Ltd., 279, Ballards Lane,  
 N.W.11, Chiswick, F.12, Tel. Hillside 4444, offer: N.W.3  
 (November) Austin A70 saloon, 9,000 miles  
**1952** only, one owner, immaculate car; £675.  
**W** HAROLD PERRY, Ltd., 279, Ballards Lane,  
 N.W.11, Chiswick, F.12. Tel. Hillside 4444. (C3042)

## AUSTIN A70s

**A**USTIN A70s. A selection with a written guarantee  
 and free after sales service at  
**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham  
 Junction, S.W.11. Bait. 2252. (C3032)

**1950** months' guarantee; terms and exchanges;—  
**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd.,  
 Hornsey Mountview 5228 and 5774. (C4054)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A70 & A90**  
**A** CRES offer:—  
**1950** Austin A90 convertible, radio and heater, leather, extra electrically operated, £565.  
**A CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.** (C1002)

**CAR MART, Ltd.,**  
**LONDON distributors**

**1952** Austin A70 Hereford saloon, heater: £615.—  
**Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600.** (C1039)

**AUTOMOBILIA, Ltd., offer:—**  
**1951** (June) A90 hard top saloon, black, red leather, heater, low mileage, exceptional condition: £625.—**Automobilia, Ltd., Fippbrook Garage, Dorking 4304, 3891.** (C1089)

**RUSSELL MOTORS, Ltd., offer:—**

**1952** Austin A90 saloon, 16,000 miles, one owner, black and red leather; any trial or examination.  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288.** (C3080)

**PHILIP RICKARDS, Ltd., offer:—**

**1952** Austin A90, black/brown, 22,000 miles, perfect condition; part exchanges deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

**WARWICK WRIGHT, Ltd., offer:—**

**1952** Austin A90 Atlantic saloon, black, radio and heater, 18,000 miles; £695.  
**1952** (October) Austin A70 Hereford saloon, black, heater, 21,000 miles; £625.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.** (C4045)

**GUY SALMON AUTOMOBILES offer:—**

**1953** Austin A90 Atlantic saloon, 14,000 miles from new, grey/grey leather, radio and heater, an exceptionally good example: £785.  
**1951** (November) Austin Atlantic saloon, black/red leather, faultless condition throughout; this car represents outstanding value for the money at £635.

**1950** (November) Austin A90 convertible, 26,000 miles only, radio, heater, very good example; £555.  
**1953** Austin A70 Countryman, 11,000 miles; £895.—**Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.** (C4001)

**HENDON CENTRAL GARAGE, Ltd., offer:—**

**1950** Austin A70 saloon, fitted radio, heater, taxed year, excellent condition throughout; £465.—**Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5.** (C2034)

**H. A. SAUNDERS, Ltd., Golders Green, offer:—**

**1954** Austin A70 Hereford, grey, fixed head, blue hide seats, heater, electric clock: £889/7/6.  
**AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).** (C4004)

**CAMDEN MOTORS offer 6 Austin A90 Atlantics.**

**1949** model in Comet blue, choice of 2, one with manual, one with electric hood: £495.  
**1950** model in Ensign red, electric hood, radio and heater, 2 owners; £525.  
**1950** model (August delivery), in cream, one owner, extras as above; £545.  
**1951** model in beige, 18,000 miles and a hard-top in two-tone grey; £595.

**CAMDEN MOTORS for Austins—over 50 Austins in stock, all models pre- and post-war; write for free catalogue.**

**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday.** (C1035)

**FUNERAL TRADE, Hearse Austin A70, Austin 16, brand new, early delivery, illustrated brochure, write.**

**ALFE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161.** (C9603)

**1953** Austin Hereford, low mileage; £695.—**Jack Pinner (Autos), 395, Hendon Way N.W.4. Hendon 1425-4.** (C3063)

**1950** Austin A70 saloon; £475.—**Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 4589-9.** (C2062)

**AUSTIN A70, 1950, black, one owner, with heater. £2450.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464.** (C17123)

**1951** A90 saloon, one owner, heater, low mileage, S.W.1. Sloane 5424. (C3045)

**1950** Austin A70 saloon, guaranteed; £445; ex-changes, terms.—**Palmer, 3, Russell Gardens, Kensington, W.16. Park 9704.** (C3058)

**1952** Austin A70 saloon, beige, brown leather; £595.—**Stratstone, Ltd., 40 Berkeley St., W.1. (Mayfair 4404).** (C4022)

**1950** Austin A90 convertible, all-electric, finished in cream, red leather interior, fitted radio and heater; £525.—**R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.** (C1065)

**JACK ROSE, Ltd., offer 1952 Austin A90 saloon, black with red hide, 15,000 miles only, stored 3 months in marvellous condition throughout; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677.** (C3056)

**1952** Austin A90 Atlantic saloon, black, cream, hide interior, radio and heater, low mileage, almost new condition; £650; consider part exchange.—**14, Offington Gdns, Worthing. Swaneden 988.** (C4027)

**1953** (July) Austin A70 saloon, sliding head, black with brown hide, fitted heater, radio, loose covers, Overriders, electric clock, guaranteed mileage 5,000, taxed for year, indistinct Atlantic from new, cost £1,000; £785, terms, part exchange.—**Binding & Payne, Ltd., Central Garage, Clevedon, Som. Clevedon 2201.** (C4983)

**Austin A70 and A90 Cars Wanted**  
**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—**16, Uxbridge Rd., Ealing, W.5. Ealing 6600.** (C1035/R)

**Austin A70 and A90 Cars Wanted**  
**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041.** (W4018/R)

**TOP price paid for A70 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.** (W5016)

**AUSTIN EIGHTEEN**  
**1938** Austin 18 Limousine.—**Acce of Spades, Hounslow 5476. See under "Limousines."**

**1936** Austin 18 7-seater limousine, easy-clean wheels, excellent condition throughout; £175; terms and exchanges.—**Newbury Cars, Muswell Hill, N.10. Tudor 3394.** (C9629)

**£145**—Austin 18 Windsor 1939 l.w.b. 7-passenger saloon, in leather, f/f seats, rough condition, but runs well, good tyres; £40 deposit.—**Simms, 19, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. Cheetham Hill 1924.** (C9489)

**£485**—Dear old worth it: Austin 18 Windsor 1939/40 7-passenger long chassis, the most beautiful specimen vehicle we have had with interior original and like new, small mileage, beautiful bodywork and ready for immediate use; 3 months' guarantee; hire purchase, exchanges.

**L 423, High Rd., Finchley, N.12. Finchley 6221.** (East Finchley Underground.) (C3052)

**1939** Austin 18 Limousine, one owner, black, wide occasional.—**Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.** (C1006)

**Austin Eighteen Cars Wanted**  
**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham 6041.** (W4018/R)

**7-PASSENGER privately owned 1939/39 Limousine, also Saloon, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.** (W1006)

**AUSTIN TWENTY**  
**MAYFAIR limousine, black, face-forward seats, leather throughout, very good condition: £195.—Golly's Garage, Ears Court Rd., S.W.5. Ears 3773.** (C1000)

**AUSTIN TWENTY-FOUR**  
**£370**—1938 Austin 24hp 7-passenger limousine, in leather, 17 seats, one owner, this car has been chauffeur kept and is as new.—**Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924.** (C9500)

**AUSTIN A125 & A135**  
**NEWNHAMS, Ltd.,**

**1949** Austin Sheerline saloon, one owner, exceptional condition throughout; £585.  
**NEWNHAMS House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646.** (C3024)

**AUTOMOBILIA, Ltd., offer:—**

**1950** Austin Sheerline 4-door de luxe sunshine saloon, black, beige leather, radio, heater, windscreen washers, fog lamp, low mileage, excellent condition; £645; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges deferred.—**Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2. North Circular Cross Rd., 5 minutes trolley East Finchley Tube. Finchley 0052-55.** (C1089)

**HAROLD SIMONS, Ltd., offer:—**

**1950** Sheerline, black, radio, heater, leather, twin spotlights, total 35,000 miles, fitted brand new engine 3,000 miles ago, in perfect condition throughout; £695; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges deferred.—**Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2. North Circular Cross Rd., 5 minutes trolley East Finchley Tube. Finchley 0052-55.** (C1089)

**PHILIP RICKARDS, Ltd., offer:—**

**1950** Austin Princess, black, one owner, taxed, excellent condition; part exchanges, deferred terms.—**4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3.** (C3051)

**H. A. SAUNDERS, Ltd., Golders Green, offer:—**

**1954** Austin A125 Sheerline, sliding head, black/radio, heater, radio: £1,252/14/2.  
**AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).** (C4004)

**1952** Austin Sheerline, black, beige hide, 40,000 miles, £280.—**Pat 5077.** (C3030)

**FUNERAL TRADE, New Sheerline Hearse immediate delivery. Brochures posted. Attention address. ALFE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161.** (C9084)

**1949** Austin Sheerline saloon, black, radio, exceptional condition; £565, terms or exchange welcomed.

**R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604.** (C3017)

**1949** Austin Sheerline, black with beige leather, radio and heater, all mechanical parts recently overhauled; £655.  
**RIPON MOTORS (MOTORS), Ltd., 17-18, High St., Tottenham, Beds. Tel. 371.** (C4064)

**1951** Austin A125 Princess saloon, one owner, black, 18,000 miles, radio, extras, immaculate condition.—**Halls (Finchley), Ltd., Odson Parade N. Finchley, N.12 (Tally Ho), Hill 1044.** (C9446)

**1950** Austin Sheerline, finished grey, with radio and heater, very beautiful car, in first-class condition; £650.—**Pantiles Service Garage, London Rd., Guildford 5326.** (C3095)

**1949** Austin Sheerline saloon, black, beige leather, fitted radio and heater, a beautifully maintained car, one of the best examples offered; £595.—**R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.** (C1065)

**A&S** Limousines—privately chauffeured partitioned 7-passenger Sheerlines, small total mileage, selection from 2885.  
**6000** miles only, 1952, partitioned black Limousine, fitted forward occasionally, definitely first class condition, unblemished. £1225. **Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.** (C1006)

**Austin A125 and A135 Cars Wanted**  
**H. A. SAUNDERS, Ltd., Golders Green, require:—**  
**SHEERLINES and Princesses for cash.**  
**AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).** (W4004/R)

**7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.** (W1006)

## AUSTIN MISCELLANEOUS

**J. DAVY, Ltd.,**  
**1947** 10hp 4-door saloon, one owner, 37,000 miles, carefully used; £360. (C5417/R)

**1949** A40 Devon, 29,000 miles, black/beige, trim, outstanding car; £455.  
**1953** A30 4-door, heater, 6,000 miles, cream/red, as new; £499.

**1953** A30 4-door, heater, 7,000 miles, green/tan, immaculate condition; £699.  
**1953** A30 4-door, heater, wheel disc, duo tone coachwork, etc.; £510.

**1948** (November) 10hp saloon, sliding roof, heater, radio, one owner, low mileage; £475.  
**1951** A40 Countryman, one owner exceptionally clean, green/brown, low mileage; £545.

**1953** (October) A40 saloon, leather, overriders, 3,000 miles only; £660.  
**1953** A40 drop head coupe, heater, immaculate; £635.

**1952** (October) A70 Countryman, one owner, quite as new throughout; £575.  
**1951** (August) Princess starts 11, radio, heater, loose covers, chauffeur maintained; £595.

**1951** 4, Kensington High St. (Wes. 9641), and 215, Bromford Rd., S.W.3 (Ken. 1163). (C1069)

**WEYBURN AUTOMOBILES, Ltd., we Austin distributors, urgently require late type Austin.—Tel. Weybridge 2185.**  
**XXX** H. F. Edwards offer immediate cash for good Austin cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.  
**Austin Spares and Service**

**A** FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 8 p.m., night spares service available.—**Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125.** (C4147/R)

**NORMAND, Ltd.,**  
**The best service only, highly skilled mechanics with efficient supervision.**

**NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665.** (C1022)

**THE CAR MART, Ltd.,**  
**1949** Austin Sheerline, black, radio, heater, 18,000 miles, £600, and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Kensington 0054). (C1060/R)

**C** AUTHORIZED Austin main spare parts stockists, service spares parts and replacement units.—**50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R).**

**FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84.** (C9085/R)

**A** OSTIN, spares, any year, any part: largest stockists in U.K., exchange units.—**17, Northwood's Road, 44-47, Newington Causeway, S.E.1. Hop 2832/2820.** (C1078/R)

**A** USTIN parts and components for cars, vans and commercial vehicles.—**J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Petham, Middlesex. Tel. Petham 4274/5.** (C1099/R)

**PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acton Lane, S.W.2. Brixton 1155.** (C1084/R)

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**C** CAR MART, Ltd.,

**1950** Bentley 4½-litre saloon; £2,850.

**CAR MART, Ltd., 150 Park Lane, W.1. Grosvenor 4772-3.** (C1039)

**RIPON, Ltd.,**  
**RIPON, Ltd.,**

**RIPON BROS., Ltd.,**  
**THE Northern Bentley specialists, offer the following cars, in first-class condition:—**

**1952** (October) Bentley standard steel saloon, big 2½ bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

**1950** (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 35,000; £2,550.

**FOR further details apply to:—**  
**RIPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. (0906/R)**

**SLOCUMBS, Ltd.,**  
**£2655**—Mark VI 4½-litre, 1951, in special grey and maroon finish, under 30,000 miles, radio and heater, whitewall if desired.

**EXCHANGES and terms: A.A. or H.A.C. inspection. We come.—Slocumbs, Ltd., 35/32, Duddell Hill Lane, Willesden, N.W.10. Willesden 4889, 2 minutes Dollis Hill Underground Station.** (C4017)

**L. F. WARD, Ltd.,**  
**1949** Mark VI Bentley standard steel saloon, 37,000 miles.  
**L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3347.** (C4043)

**P.B. Ltd., offer:—**  
**1936** (August delivery) 3½-litre Bentley, Freestons blue leather, 12 & Webb, mitted edge sports saloon, black, blue leather.

**PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478.** (C3093)

**ROY GALWAY, Ltd., offer:—**  
**1953** Bentley 4-door saloon, black, brown leather, one owner, 6,000 miles, as new; £3,850.—**21, Farn St., Berkeley Sq., W.1. Grosvenor 5747.** (C4044)

**1953** (April) Bentley 4½ saloon, Tudor grey, maroon hide, low mileage, as new; £3,750.—**Robbins, East Putney. Tel. 4581.** (C3910)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**JACK BARCLAY, Ltd.**  
EXCLUSIVELY for Rolls-Royce and Bentley.  
LARGEST official retailers of Rolls-Royce and Bentley please write for stock list; open until 8 p.m.  
EXAMPLE—1951 Mark VI Standard saloon, painted black and upholstered in brown leather, 32,000 miles; price £2,550.—Jack Barclay, Ltd., Berkeley St., London, W.1. Open until 8 p.m. Tel. May. 7444.  
H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—  
1953 Standard Steel saloon, midnight blue with beige hide, 15,000 miles; £2,800.  
(Dec.) Standard Steel saloon, grey with grey hide, 9,000 miles; £3,800.  
1952 Standard Steel saloon, small boot, green with beige hide, 31,000 miles; £2,885.  
H. J. Mulliner sports saloon, metallic silver grey with blue hide, 15,000 miles; £4,650.  
4.5 Standard Steel saloon, tudor grey with with maroon hide 27,000 miles; £2,850.  
1951 Mk. VI Standard Steel saloon, tudor grey with pale blue hide, 38,000 miles; £2,550.  
1949 Mk. VI Standard Steel saloon, black with beige hide, 59,000 miles; £2,200.  
1948 H. J. Mulliner, dark metallic grey with grey hide 61,000 miles; £2,975.  
1939 4½ Cocheat pillarless razor-edge sports saloon, black with beige hide; £995.  
WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.  
H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1 Tel. Mayfair 9060.  
MANN EGERTON & Co., Ltd.  
OFFICIAL Bentley and Rolls-Royce retailers.

1947 Bentley Mk. VI steel saloon, black, red leather upholstery, 54,000 miles; £1,850.  
1947 Bentley Mk. VI steel saloon, green and grey with grey leather upholstery, 3,000 miles; £1,975.  
1950 Bentley Mk. VI steel saloon, black, brown leather upholstery, 34,000 miles; £2,450.  
1950 Bentley Mk. VI H. J. Mulliner sports saloon, black, brown leather upholstery, 3,000 miles; £2,850.  
1952 Bentley 4.6-litre Mk. VI steel saloon, velvet green, beige leather upholstery, 31,000 miles; £2,950.  
MANN EGERTON & Co., Ltd.  
14, Berkeley St., W.1. Hyde Park 3075.  
HAROLD SIMONS, Ltd., offer:—

1948 Bentley Mark VI standard steel saloon, black, brown hide, 61,000 miles, radio, heater, demister, windscreen washer; £1,695.—Below.  
1935 Bentley 3½, with post-war 2-door, razor-edged sports saloon body, modern lines; £350; trade enquiries welcomed; free service-after-sale; exchanges, deferred.—Haro. Simon, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 2 minutes to East Finchley Tube), Finchley 0053-55, NORTHBROOK MOTOR SALES.

OVERDRIVE Bentley 4½ Park Ward saloon, 74,000 miles from new, in first-class order throughout, history three owners; £1,145.  
1936 (F.B.) series 3½ Thrupp and Maberly sports saloon gunmetal, sliding roof, nice body in good condition, mechanically sound; £645.  
NORTHBROOK MOTOR SALES, 26, Brook Mews, North, Paddington, W.2. Pad. 2403. Bentley and Rolls-Royce specialist repairers. Cars bought for cash. Sales and repairs.

K NIGHTSBRIDGE MOTORS, Ltd.  
1950 (December delivery) Bentley Mark VI steel saloon black with dark blue leather, one owner, maintained by makers, 18,700 miles only; £2,550.  
1937 4½-litre Park Ward sports saloon, finished in grey with blue leather, a very attractive two-owner car which has been very well maintained; £285.  
3, Roberts Mews, Loundes Place, Belgrave Square, S.W.1. Sloane 4086.  
M. S.W.I. Sloane 4086.  
MALDSTONE ENGINEERING CO.

1938 Bentley 4½-litre Park Ward Sportsman's saloon, recently refinished in black with light blue centre panels, the interior is upholstered in powder blue leather throughout with the original carpets to match. This car is without doubt one of the finest and certainly the most attractive Bentleys we have ever handled, open to any trial, photograph sent to genuine enquiries; £950.  
1935/6 Bentley 3½-litre similar to above but finished all black with fawn leather interior, etc.; £675.  
CROSS ST., Pendleton, Salford, 6. Manchester, Pen. 3497.  
MASCOT MOTORS, Ltd., offer:—

1935 3½-litre CW series Park Ward sports saloon; £595.  
1934 (Dec.) 3½-litre CR series Park Ward sports saloon; £595.  
BOTH the above have had recent major overhauls.  
237-243, Kenal Rd., Ladbroke Grove, W.10. Lad. brok. 351-2.  
PHILIP RICKARDS, Ltd., offer:—

1937 Bentley 4½-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred term 1-4, Brick St., Park Lane, London, W.1. Grosvenor 47-2-3.  
BENTLEY 3½-litre 4-door saloon, 1935 (November); £425.  
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.  
1934 Bentley 3½ saloon; £395.—Anthony Cross, Caterham Hill, Surrey.

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
SWANMORE GARAGE, Ltd., offer:—  
1950 Bentley 4½ Mk. VI Steel saloon; £2,465.  
1949 Bentley 4½ full r/l saloon by Freestone & Webb; £2,695.  
1934 Bentley 3½ 2-door sports saloon by Salmond; £650.  
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43344-43345.  
DUNCAN HAMILTON & Co., offer:—

1939 Bentley 4½-litre overdrive sports saloon by Park Ward, black and primrose with hide interior, fitted chrome luggage grid, disc wheels, etc., recent complete overhaul, in superb condition throughout; £1,125.—35, Hyde Rd., Elyett, Surrey. Bytel 3101-2 day and night.  
SANDERSON & HOLMES, Ltd., Derby.  
THE official Rolls-Royce and Bentley retailers and repairers.

1939 4½-litre Bentley Park Ward saloon (regd. Nov. 1938), fitted with overdrive, outstanding performance with economy; this car is subject to our usual guarantee; £1,100.—Tel Derby 47471-6.  
JACK OLDING & Co. (MOTORS), Ltd.  
OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock: (Oct.) 4½-litre large bore boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.  
1951 (June) 4½-litre standard steel saloon, 2 shades of grey/grey hide; £2,650.  
1950 (March) 4½-litre standard steel saloon, black/red leather; £2,550.  
1950 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.  
1949 (March) 4½-litre 2-door Countryman saloon, 2 shades of grey and polished wood, grey leather; £2,350.  
1949 (Aug.) 4½-litre standard steel saloon, black and blue with blue leather; £1,975.  
AULEY House, North Audley St., W.1. Mayfair 5242.  
GUY SALMON AUTOMOBILES, offer:—

1951 Bentley Mark VI saloon, one owner, 46,000 miles, maintained by makers, superb condition; £2,450.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3.  
COOMBS & SONS (GUILDFORD), Ltd., offer:—  
1947 Bentley Mark VI steel saloon, maroon and silver with grey leather, one owner, 49,000 miles; £2,125.  
1939 Bentley 4½ overdrive sports saloon by Park Ward; £1,125.  
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 5297-8-9.  
H. A. SAUNDERS, Ltd., Guilders Green, offer:—

1948 (July) Bentley Mk. VI Standard Steel saloon, overhauled, excellent history; £1,650.  
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).  
CASS'S MOTOR, Ltd., 195-7 Bentley 4½ drop head coupe, outstanding condition; £775.  
1937 4½ Park Ward sports saloon, black, excellent condition; £650; terms and exchanges.—5, Warren St., W.1. Euston 410.  
CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—  
1951 Bentley Mk. VI Standard Steel sal., black, beige leather, one owner, 41,000 miles, superb order; £2,650.  
1951 Bentley Mk. VI Standard Steel sal., black, red leather, one owner, 48,000 miles, an exceptionally well kept car; £2,650.  
1950 (Dec.) Bentley Mk. VI Standard Steel sal., black, beige hide, one owner, 49,000 miles, chrome wheel discs, chauffeur driven, outstanding condition; £2,475.  
ALL the above cars were supplied new by us, have been fully serviced and carry a written guarantee.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.  
SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7-8.  
£1475.—1947 (November) Mark VI steel saloon, black, one owner—Valentine 4674 after 6.  
EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272. officially appointed Bentley retailers and repairers; reliable used cars in stock. £3561.  
1948 Bentley P.S.C. saloon, very well maintained; £1,695.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213.  
1938 4½-litre Bentley Park Ward saloon, mileage 74,000, full history, a most superb example; £995.—Fuggle, Bushey Heath, Herts. Tel. 1685.  
1937 Bentley Gurney Nutting razor-edge saloon, in first-class order; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199.  
4½-litre Bentley saloon, £500 spent at makers, immaculate order; price £250; part exchanges can be arranged.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2.  
1952 Bentley (June), large bore, 2-colour grey, 12½ radio and heater, white wall tyres, 17,000 miles.—The Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4558.  
1951 Bentley 4½ standard steel saloon, black, fawn leather, mileage 25,000 only, whole car in immaculate condition; £2,775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2.  
FRANKS ATTWOOD & SON, Ltd., official Rolls-Royce and Bentley retailers, offer 1952 (Nov.) 4½-litre large bore, large boot standard steel saloon, finished in black with red leather one owner, 20,000 miles; £2,550.  
SALOP ST., Stafford St., Wolverhampton. Tel. 25852.  
1948 (November) Bentley Mark VI 4½-litre Standard steel saloon finished grey, one owner, radio, discs, etc., excellent condition; bargain, £1,650; trade enquiries welcomed.—A. E. Palmer Motors, Ltd., 13, Church St., Luton 4212.  
1950 (first regd. Nov. '49), midnight blue, grey uphol., man. director's car, Bentley serviced and maintained, absolute as new, only 35,000 miles, inspection by appointment; £2,400.—Watsonian Sidcars, Birmingham, 11. Tel. Vic 1967.

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
BENTLEY Red Label with 4½ engine, rebuilt and re-registered in 1937, extensive overhaul 1947, very pretty and much admired 2-seater body with rear tank and twin spares, all bright parts chromed, 18in wheels, all tyres first-class. £350.—Automs, Hampstead 3450.  
1937 Bentley 4½ Park Ward saloon, in first-class condition, history available, owner now deceased, new tyres and spare, taxed Dec., any trial welcomed, black beige leather; £750; terms, exchanges.—Ross Moores, Ltd., Regent St., Hinkley, Leics. Tel. 559.  
£275 11—Magnificent Bentley genuine Red Label short chassis open 4-seater, modernized extensively with forward mounted chrome radiator, low pressure tyres, electric pumps, etc., re-registered 1951, an absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.  
LAMB OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).  
1937 Bentley 4½, registered January, 4½-litre Thrupp Saloon, black, excellent. £755. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941.  
BENTLEY (PRE 1931)  
PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."  
Bentley Cars Wanted

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212.  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube) N.W.4. Ham. 6941.  
BARTLETT will pay more for good Bentleys.—27A, Pembroke Villas, W.11. Bayswater 0525.  
ENTHUSIAST requires Mk. VI; cash available £1,250.—24, Northway, Marghill, Liverpool, Maghill 456.  
REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.  
WANTED, urgently, standard steel saloon, 1948/9.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 3362.  
WE will buy or part exchange your Bentley for a new one.—Lothians Rolls-Royce & Bentley Showroom: Fishergate, Preston. Tel. 8245.  
WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 283.  
WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace S.E.19. Livingstone 3362.  
Bentley Spares and Service  
JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Bentley cars. Servicing and overhaul work, coachwork renovations and accident repairs; large stocks of spares.—Davens St., Chelsea, S.W.3. On Chelsea Embankment, near Battersea Bridge. Plaxman 2223.  
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.  
SPARE parts.  
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.  
ALL spares and replacements for pre-war Rolls-Royce and Bentleys; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362.  
B.M.W.  
£225.—B.M.W. type 45 1937 d.h. coupe, excellent body, just overhauled mechanically, many others.  
BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p.  
Bond Minicar Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube) N.W.4. Ham. 6941.  
PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.5. Brixton 6251.  
Bond Minicar Spares and Service  
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.  
RAYMOND WAY, of Kilburn.

**BORGWARD**  
METCALFE & MUNDY, Ltd.  
1951 Borgward 1500 sports saloon, 64mph, 32mpg, radio, rim embellishers, many extras, independent suspension all round, excellent order; £795.  
SOLE Concessionaires, Metcalfe & Mundy, Ltd., 280, Old Brompton Rd., S.W.5. Frenantle 3471.  
Bristol  
KEYVILL, DAVIES & MARCH, Ltd.,  
OFFICIAL Bristol retailers.  
41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563.  
COOMBS & SONS (GUILDFORD), Ltd., offer:—  
1949 Bristol 400, radio, heater; £950.  
1949 400, green with beige leather, fitted with heater, radio and 401 engine modifications; £925.  
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd Guildford Guildford 6297-8-9.  
UNIVERSITY MOTORS Ltd. guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 314.  
1950 (Sept.) Bristol 401 saloon, black, radio, heater, exceptionally fine order.—James H. Galt, Ltd., 82 Woodlands Rd., Glasgow, C.5. Douglas 7596.

1950 (first regd. Nov. '49), midnight blue, grey uphol., man. director's car, Bentley serviced and maintained, absolute as new, only 35,000 miles, inspection by appointment; £2,400.—Watsonian Sidcars, Birmingham, 11. Tel. Vic 1967.



## USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

## BRISTOL

**BARTLETT**, Bristol 1948-49 Type 400 saloon, many extras, 2925, 22, Pembroke Villas, W.11.

**ANTHONY CROOK**, New Bristol, all models in stock, for demonstration: immediate or early delivery.

**ANTHONY CROOK**, Largest selection of reconditioned used Bristol in the country; examples below.

**ANTHONY CROOK**—1953 403, blue, 4,000 miles.

**ANTHONY CROOK**—1949 and 1948 type 400.

**ANTHONY CROOK**—1953 401, 16,000 miles; other 401s being reconditioned and available shortly.

**ANTHONY CROOK**—1948 400 available now; others being reconditioned and available shortly.

**ANTHONY CROOK MOTORS**, leading Bristol distributors, Caterham Hill, Surrey, Tel. 2252.

**LEO Anthony Crook Motors**, High St., Esher, Surrey (showrooms for callers only). [C1063]

**BRITONS**, Ltd.—Bristol 1948 400, excellent condition, heater, taxed—15-14, Oaten Mews, Empress's Gate, S.W.7. [C1068]

**1949** series Bristol 400 saloon, radio, heater, exceptional condition, bargain.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [C1015]

**1948** Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, 2975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. [C1015]

**1951** (Sept.) 401 saloon, Cambridge grey, radio, heater, most carefully maintained, in excellent condition.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26267. [C128]

**Bristol Cars Wanted**

**B. J. HUNTER**, Ltd., offer—

FOR immediate purchase of your Bristol.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

**BARTLETT** will pay more for good Bristol.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1013]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 4041. [W4018/R]

**A.F.N. Ltd.**, will purchase for cash Bristol Type 400 A and Type 401 cars.—Falcon Works, London Rd., Isleworth, Mddx (Hounslow 0011). [C1076/R]

**B. West** Bridgford Nottingham, Ltd. 84736, official Bristol retailers, require good used 401 Bristol saloon.

## B.S.A.

**175** gns.—B.S.A. Scout, 1939 10hp 2-seater, very good condition, terms, exchanges.—Rowland Smith, 27a, Pembroke Villas, W.11. Bayswater 0523. [C1018]

**165** gns.—B.S.A. Scout, 1939 10hp sports 4-seater, very good condition; choice of 5 Scouts; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). [C1018]

**B.S.A. Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 4041. [W4018/R]

**BASIL ROY**, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Ot Portland St., W.1. Langham 7733. [C1044/R]

## BUGATTI

**UNUSUAL** vintage Bugatti recently imported, typically French, 2-door coupe with supercharged 35hp 6-cylinder engine, low mileage and good condition: £565.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [C1070/R]

**J. LEMON BURTON**, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [C1071/R]

## BUICK

**ROY GAWWAY**, Ltd., offer—

**1952** Buick L.H.D., special de luxe 4-door saloon, Dynaflow, heater, radio, windscreen washers, one owner, genuine 16,000 miles.

**1949** Buick special L.H.D., 2-door saloon, very beautiful car, one owner; 2775.—21, Farm St., Berkeley Sq., W.1. Grosvenor 4747. [C1095]

**RHD** 1951 Buick, super, black, all extras [C1096]

**RHD** 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C1029]

**1948** Buick, 41,000 miles, excellent condition: £675.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

**G&M** ALFRED'S—1939 Buick Viceroy saloon, one owner, as new, 1952 condition.—6-7, Warren St., W.1. Buxton 3268. [C1065]

**£265**—1939 Buick 4-seater fixed head coupe, a very impressive looking car for a modest outlay: £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [C1024]

**ROSE & YOUNG**, Ltd., offer—1939 Buick Viceroy saloon, beautiful condition, black: £285.—65-69, St. Erskine Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station) Fulse Hill 6464. [C1057]

**1949** Buick Roadmaster Riviera convertible, power-operated throughout, Dynaflow, radio, heater, immaculate, £1,085.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C1036]

**LIPOSHINE**, 1939 partition forward occasional, genuine low mileage, black, magnificent condition throughout, unrepeatable. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1066]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Buick buyers Wembley 8691/3503. [W4015/R]

**JOE THOMPSON (MOTORS)**, Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C1029]

**SOLE** concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C1004/R]

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [C1041/R]

## CADILLAC

**1949** Cadillac s.h.v., also 1951 and 1952 60, Fulham Rd., S.W.3. Kensington 4858. [C1028]

## CADILLAC

**SIMPSON'S** offer—

**1947-8** Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3503. [C4015]

**METCALFE & MUNDY**, Ltd.

**1947** Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood: £795.

**1949** Cadillac convertible, property of Royalty from new, 32,000 miles, power operated hood, electrically operated front seat and windows, white wall tyres, Hydramatic drive, red hide upholstery, as new throughout.—280, Old Brompton Rd., S.W.3. Freemantle 5471. [C1064]

**1949** (November) Cadillac Model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.

**ALSO** under Classified headings: 1952 Chevrolet, 1953 Studebaker, 1949 Buick, 1948 Packard.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C1036]

**1949** (November) Cadillac Model 62 sedan, radio, heater, immaculate, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C1036]

**CADILLAC** Hydramatic Series 62 4-door sedan, black, 2-tone blue cloth interior, radio, air-conditioning, etc., one owner from new, beautiful condition: £1,300; exchanges and h.p. arranged.—Lowell Motor Co., Ltd., Galeshead, W.1. Tel. 7552. [C1043]

**Cadillac Cars Wanted**

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Cadillac buyers Wembley 8691/3503. [W4015/R]

**JOE THOMPSON (MOTORS)**, Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C1029]

**SOLE** concessionaires, Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C1004/R]

**CADILLAC** sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. [C1041/R]

## CHEVROLET

**SIMPSON'S** offer—

**1952** Chevrolet 2-door, dual brwn, fitted with all extras

**1952** Chevrolet Super de luxe, 2-door, radio, heater, immaculate, 2800 miles.

**1951** Chevrolet de luxe 4-door, all extras, green, 20,000 miles.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3503. [C4015]

**B. J. HUNTER**, Ltd., offer—

**1921** Chevrolet 23hp tourer, vintage car in mint condition: £35. 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

**COOMBS & SONS (GUILDFORD)**, Ltd., offer—

**1952** Chevrolet l.h.d. saloon, fitted radio, heater, loose covers, 24,000 miles: £1,075.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford GU10 8-9. [C1057]

**1949** Chevrolet Stylisline 4-dr. saloon, l.h.d., radio, heater: £745.

**1949** Chevrolet Stylisline 2-dr. saloon, r.h.d., radio, heater: £1,095.

**1953** Chevrolet l.h.d., power glide transmission, de luxe, heater, loose covers, 1,900 miles: £1,465.

**BRITISH & COLONIAL MOTORS**, Ltd. (Distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Sq. Tube Station). Temple Bar 3588. [C1027]

**1951** Chevrolet low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C1029]

**RHD** 1951 Chevrolet de luxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 6. [C1014]

**1952** Chevrolet Stylisline saloon, 14,000 miles only, immaculate condition, radio, heater, covers: £1,150.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C1036]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Chevrolet buyers Wembley 8691/3503. [W4015/R]

**BRITISH & COLONIAL MOTORS**, Ltd., distributors for London & Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Sta.), W.C.2. Temple Bar 3588. [W1027/R]

**Chevrolet Spares and Service**

**CHEVROLET** spares and repairs for private vehicles: distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Sta.), W.C.2. Temple Bar 3588. [W1027/R]

## CHRYSLER

**SIMPSON'S** offer—

**1949-50** Chrysler New Yorker, 4-door, radio, heater all extras black, 23,000 miles.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3503. [C4015]

**1947** Plymouth saloon 27hp, right-hand drive, beautiful condition throughout: £625; hire purchase or exchange.—Roe Webb Motors, Ltd., 765, Romford Rd., E.12. Tel. Hford 3151-2. [C1036]

**1952** Chrysler New Yorker left-hand drive, immaculate condition throughout, low mileage, radio and heater, semi-hydramatic fluid-drive, £1,325.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

**Chrysler Cars Wanted**

**CHRYSLER** distributors, will purchase all types of Chrysler vehicles.—55-55, Belair Rd., Swiss Cottage, N.W.6. Tel. 5555-55. [C1036/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**CHRYSLER** Spares and Service

engine service.—L. A. Mitchell (Motors), Ltd., 3, Balham High Rd., London, S.W.12. Tel. Balham 2343. [C1036/R]

## Chrysler Spares and Service

**CHRYSLER** distributors, spares for all models, exchange, reconditioned units in stock.—55-55, Belair Rd. N.W.6. Tel. 5555-2155. [C1036/R]

**CHRYSLER** and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carano, St. John's Wood Roundabout, N.W.8. Pri. 0141. [C1933]

## CITROEN

**BM**

**1948** Light 15 saloon, excellent mechanical condition, finished black cellulose, just like new, chromium to match, very good brown interior with new covers; a joy to drive as only a good Citroen can be: £415; terms, exchanges.—Beverly Motors, Highgate Park, London, E.4. Larkwood 7208 or 2081. [C1096]

**C. G. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London, Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1075/R]

**GUY SALMON AUTOMOBILES** offer—

**1953** Citroen Light 15, black/red leather, large boot model, low mileage, £725.—Portsmouth Rd., Thame, Ditcher Embury 8551-3-5. [C1001]

**JOHN A. TRUSCOTT**, Ltd., for Citroen.

**OFFICIALLY** appointed retailers: new models from stock; several exceptionally fine post-war used models.

**EXCHANGES** deferred terms.

**173**, Westbourne Grove, London, W.11. Bay 4274. [C1035]

**CAMDEN MOTORS** offer the following Citroens:—

**1950** Light 15 saloon, one previous owner and in very immaculate order: £495.

**1939** Light 15 saloon, similar to current production model, full de luxe 4-door series with sunshade roof: £215.

**1936** Super modern 12 saloon in grey with red upholstery, new well: £225.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Fridays and Easter Monday; write for catalogue.

**COOMBS & SONS (GUILDFORD)**, Ltd., offer—

**1954** Citroen Light 15, mileage under 1,000, grey, and red leather, 2800.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford GU10 8-9. [C1057]

**WORTHINGTON MOTOR CO.**, Ltd., for Citroen sales, service, repairs, Tel. Warrington 711. [C1076]

**£295**—Citroen 12/4 1939 4-door sal., exceptionally good mechanically, excellent cellulose; many exchanges.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). [C1017]

**£175**—1938 Citroen Light 15 saloon, clear car, terms.—Autosnipe, 26, Bristol Rd., Brighton, 7. Tel. 28440. [C1496]

**1950** Citroen Light 15 saloon, grey, red leather, one owner, 21,000 miles, all new tyres, snip: £485; terms, exchanges.

**DODGAS CAR SALES**, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 5150. [C1062]

**CITROEN** Big 6, 1950, one owner, heater, perfect example of a fine Continental model: £565.—Hill-waters, service, Mill Hill 4232. [C1060]

**£295**—11 Citroen 15 de luxe special long chassis, 7-seater saloon, ideal economical car for large family; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.18. Finchley 6221. (East Finchley Underground). [C1035]

**CASS'S MOTOR MART**,—1949 Citroen 15 saloon, black, carefully used; £440; written guarantee; terms and exchanges.—5, Warren St., W.1. Buxton 3268. [C1065]

**1946** (Dec.) Citroen Light 15 de luxe, colour black, good cond., wings recollared: £375.—F. Fairman & Sons, Ltd., Horley, Surrey, Tel. 11. [C1077]

**£185**—1937 Citroen Big 15.4 de luxe, occasional seats, fitted new gear box 1953 and bills for £75, excellent condition throughout.—Ravenshoe 5885. [C1036]

**1948** model Citroen Light 15 saloon de luxe, black, brown leather, complete mechanical overhaul, first-class condition: taxed: £425.—Tallot, Benley-on-Thames 222. [C1053]

**1949** Citroen Light 15 sun roof saloon, metallic over with red leather mechanical and in every other way faultless: £475.—R. A. Saunders, Ltd., 326-330 Euston Rd. N.W.1. Euston 4511. [C1040]

**1948** Citroen Light 15 saloon, 2 carburetors, sliding roof, radio, excellent condition: £435.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C1036]

**C** demonstrations can be arranged for all models: Ring Speedwell 7981, Gordon Cars (London), Ltd., 7/3 Russell Parade, Golders Green, N.W.11. [C1011/R]

**R** Light 15 saloon: £345; terms and exchanges.—Boys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8804. [C1040]

**1940** Light 15 saloon, very nice condition, recent complete overhaul, black/brown hide interior: £254; hire purchase or exchange.—Harold Webb Motors, Ltd., 765, Romford Rd., E.12. Tel. 765 3151-2. [C1036]

**445** gns.—Citroen Light 15 1949 sports saloon, birch grey, grey leather, one owner, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C1016]

**CITROEN**—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.

—173, Westbourne Grove, W.11. Bay 4274. [W4035]

**CITROEN** Cars Wanted

**ACE SERVICE STATION (LONDON)**, Ltd.

**THE** Citroen distributors are the largest buyers of used Citroen cars in the British Isles: trade enquiries welcomed.

**NORTH** Circular Rd., Stonebridge Park, N.W.10. Sugar 5535 55 lines. [W1000/R]

**R** Citroen, good used Citroens.—G. Edwards, Amhurst Lane, Harpenden, Herts. Harpenden 118. [C1036/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Citroen Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hamstead (Tube), N.W.3. Ham. 6041. (W4019/R)

## Citroen Spares and Service

**S**OUTH of the Thames.  
**B**ALES, of Croydon, distributors and specialists for over 25 years: repairs, overhauls and spares.—Tel. Croydon 1151-2. (10187/R)  
**W**IDCOMBE GARAGE, Ltd., Putney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. (19534)  
**S**HRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd. S.E.3. Kensington 9464.  
**S**PARRES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. (10727/R)  
**W**OODFORD CAR MART, Essex distributors for Citroen, car sales, service and reconditioning—Woodford New Rd., Woodford Green, Essex. Stockport 0017. (10200/R)  
**B**OWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2269); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. (10852/R)

## DAIMLER

**GE** 1936 series Daimler Light 15 4-door 4-light 4-5-seater de luxe sliding roof saloon, finished immaculate black cellulose, brilliant chromium plate, best quality blue leather upholstery, accessories to tone, beautiful polished woodwork, maintained regardless of cost, bills available, over £226 overhaul, magnificent specimen, delightful performance, written guarantee; £260. See purchase, part exchanges.—Geoffrey Edwards, Ltd., Amesbury Lane Harpenden, Herts. Tel. 118. (10300/R)

**J.** DAVY, Ltd., 2½-litre saloon, one owner, chauffeur maintained, immaculate condition; £675.  
 1953 Conquest, 5,000 miles, one owner car, in superb condition; £1,500. (10135/R)

1951 2½-litre sports coupe, H.M.V., air conditioning, immaculate, one owner car; £1,495.  
 1949 (December) Barker coupe, 20,000 miles, black mohair hood, very new; £945.—180-4, Kensington High St. (Wes. 9841), and 215, Brompton Rd. S.W.3 (Ken. 1108). (10106/R)

**A** CRES offer:—  
 1948 model Daimler 2½-litre razor-edged saloon, black with red leather, carefully used and as new; £585.  
**A** CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tel. Hill 1909. (10102A/R)

**H.** A. FOX & Co., Ltd.,  
 OFFER 1952 Daimler 2½-litre special sports chassis fitted with the Hooper Empress saloon body in dark blue, complete equipment including radio with rear compartment extension, one owner since new, an elegant and dignified carriage in beautiful condition, cost owner £4,500 (£2,500); £2,550. (101022/R)

**H.** A. FOX & Co., Ltd.,  
 5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7687. (19395/R)

**T**OM GARNER, Ltd., offer:—  
 '52 Daimler 2½-litre Consort saloon, black, 18,000 miles; £1,095.  
**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 526-6. (10203/R)

**H.** AROLD SIMONS, Ltd., offer:—  
 1953 Daimler Consort, 5,500 miles, black, brown leather, as brand new, list price £2,350; our price £1,225; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 587-601, High Rd., East Finchley, N.2 (at North Circular Cross Rd., minutes trolley East Finchley Tube), Finchley 0052-3. STRATSTONE, Ltd., Daimler distributors.

**D**AIMLER 2½-litre sports coupe, black, beige leather, one owner; £1,495.  
 1951 2½-litre Conquest saloon, black, red leather; £1,240.  
 1951 2½-litre Consort saloon, black, brown leather; £1,025.  
 1951 2½-litre saloon, maroon, red leather; £675.

**S**TRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).  
 Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). (101022/R)

**C**OOMBS & SONS (GUILDFORD), Ltd., offer:—  
 1948 Daimler 2½-litre Consort, grey with blue leather, 38,000 miles, one owner since new; £550.  
**C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62007-8-9. (10109/R)

**B**ROOKLANDS, individually new and used cars.  
 1953 Daimler 2½ Consort saloon, 8,500 miles.  
**B**UY or sell your car with confidence.

**103.** New Bond St. London, W.1. Mayfair 6551-6. (101029/R)  
**C**AMDEN MOTORS offer the following Daimlers:—

1951 Consort saloon, one owner, immaculate order, nominal mileage only; £895.  
 1950 special Barker coupe, beautiful four-seater drop head body styling on the 2½-litre chassis, finished in Daimler green with rich leather interior and latest type Poly Vynol hood; £750.  
 1948 2½-litre saloon, another one owner car, late property of a clearly competent director, immaculately maintained and very carefully driven over a small mileage; £595.

**1938-9** 2½-litre saloon, very similar to post-war series, very quiet, responsive engine, recent overhaul to gear box and new set of tyres fitted; £295.  
 1935 "Fifteen" special Mulliner drop head four-seater coupe, beautifully modern body styling, one owner since 1942, recorded mileage 71,200, believed genuine; £195.  
**C**AMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday; write for catalogue.

## DAIMLER

**R** OY GALWAY, Ltd., offers:—  
 1952 Daimler Consort 4-door saloon, black, brown leather, radio and radio, one owner only; £1,000.—21, Farm St., Berkeley Sq., W.1. Grosvenor 4747. (19496/R)

1954 Daimler Conquest saloon, 350 miles only; £1,395.  
 1952 Daimler Consort saloon, one owner, £1,095.

**G**ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (10202/R)  
 1939 series Daimler 4-light sports saloon, in true Daimler condition; £395 or £155 down.  
 1954 Daimler Light 15 de luxe saloon; a good buy; £50 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. (101024/R)

1952 Consort saloon, grey, red leather, radio; £995.—Mansfield Autos, Ltd., Euston 2587. (103001/R)  
**D**AIMLER 1938 2-litre sports saloon, exceptional condition; £350.—Bartlett, 27a, Pembroke Villas, W.11. Portico 2642. (10115/R)

**P**ARKER THOMAS & Co., Castle Rd., Southsea, Daimler distributors, offer the following quality used cars:—  
 1953 Daimler Conquest saloon, grey with red interior, mileage 3,000, condition as new; £1,365.  
 1951 Daimler Consort saloon, grey with blue interior, one owner, supplied and serviced by us since new, radio heater, excellent condition; £940.  
 1951 Daimler Consort saloon, black with red interior, one owner, many extras, well maintained; £915.  
 1948 Daimler 2½-litre (18hp) saloon, black with brown interior, one owner, mileage under 22,000; supplied and serviced by us, chauffeur driven; £675.

**F**OR further particulars please apply Parker Thomas & Co., Ltd., Portico 2642.  
 1948 model 2½-litre saloon, black, one owner, spotless; £350.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (10470/R)

1954 (March) Daimler Conquest, 1,200 miles, as new; £1,375.—Sudney Marcus, Ltd., 53, Sloane St., S.W.1. Sloane 3557.  
 1952 (September) Daimler Consort saloon, black, red leather, one owner, 16,000 miles, immaculate condition throughout; £1,195.

**L**ANDOWNE GARAGE, Coventry & Jeffs, Ltd., Chilton Rd., Bristol, 5, Tel. Bristol 56241. (19532/R)  
 1954 Daimler 15 late 1937 16.2hp de luxe drop head coupe, leather, pre-selector, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (104016/R)

1953 (July) Daimler Conquest saloon, 9,000 miles; absolutely as new; £1,295.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3355. (103028/R)

**G**& M ALFREDS (1956), Ltd., formerly Guy Alfreds—1947 Daimler 4-door saloon, above average condition, fitted radio—6-7, Warren Rd., W.1. Euston 3268. (101005/R)

1953 (Nov.) Daimler Conquest sal., black, red leather, one owner, 5,000 miles only, fitted radio, screenwash and chassis sprayed with underseal, perfect condition; £1,345.  
**C**HARLES FOLLETT, Ltd.—Showrooms: 18, Berkeley St., W.1. Tel. 6266.  
**S**ERVICE, Works and Stores: Barnsdale Yard, off Egin Ave., W.9. Cunningham 5956. (102010/R)

**L**IMOUSINE exceptional '39 E.L.24, regd. '53, face-forward occasional, black, stored 10 years; £675; exchanges, terms.—Palmer, 3, Russell Gardens, Kensington, W.14. Park 9704. (103034/R)

**E**1245.—1953 2½-litre Daimler Conquest saloon, one owner, 8,000 miles, immaculate.—Le Grice, 108, Old Kent Rd., London Rd., South Kensington, S.W.7. Kensington 2477. (102055/R)

1950 (May) Daimler special sports coupe, overdrive, excellent condition, new hood; £1,135.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, Mews, S.W.1. Sloane 5215. (104096/R)

1934 15hp Daimler saloon, excellent mechanical order, interior very good; £110; terms, exchanges, terms.—The Lorch Garage, Uxbridge, Middx. Tel. Uxbridge 5122 (opp. G.P.O.). (103055/R)

1953 (Sept.) Daimler Conquest sal., radio and heater; £1,275.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Ad), Leicester Sq., Tube stn.; W.C.2. Temple Bar 3526. (101027/R)

1940 Daimler saloon, 1,400 miles since complete works mechanical and coachwork renovation at fabulous cost, black with red leather; £450.—A. A. Titmus, Daimler Specialist, 81, Clapham Rd., S.W.9. Reilance 1647. (10443/R)

**D**AIMLER.—For any new model or for help and advice on any already in service come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham, Tel. 3814 and 3816. (10865/R)

**L**IMOUSINE, exceptional, 1938/E.L.24, partition forward occasional, black, pre-selector, chauffeur, mileage 35,000, immaculate. £635. Selection from £545. First class condition.  
 1934 partitioned Park Ward Limousine, 1936/32hp, forward occasional, exceptional chassis, bargain.—Ape & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (101206/R)

**D**AIMLER Cars Wanted  
**R** EQUIRE used 2½-litre Daimlers.—Perivale 4404. (101043/R)  
**R** OYLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube), N.W.3. Ham. 6041. (W4019/R)

**XXX** H. F. Edwards offer immediate cash for good Daimler cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.  
**D**AIMLER Spares and Service  
**K** INGSTON-ON-THAMES Daimler agents and specialists  
**G** W. WILKIN, Ltd., 1, Weston Park and 81, Eden St. K19 2JG. (104053/R)

**A** RCOT ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kenington 7301. (103636/R)

## Daimler Spares and Service

**D**AIMLER and Lanchester specialists.—Debmam Motors, 17, Alberstone Mews, S.W.7. Western 4511.  
**C** ROYDON, 21, Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddeminster Rd., Croydon 5775. (10688/R)

**D**AIMLER-LANCHASTER specialists, service, CHRYSLER and coachwork repairs.—J. B. Tansworth & Co., Ltd., 20, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. (10713/R)

**D**AIMLER and Lanchester repairs, spares, rest boxes a speciality, reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reilance 1647. (10666/R)

## DELAGE

**M**ETCALFE & MUNDY, Ltd.  
 1950 special show model Delage, most attractive streamlined drop head coupe by Outlines of Paris, Mediterranean blue with blue hide upholstery, radio, total gear box, 29,000 miles, very fast, economical and elegant car; £875.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (103064/R)

1934 Delage De100 saloon, in unusually good condition, new types paintwork, etc.; must be sold for best offer.—32, Longmillgate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. (10282/R)

## Delage Spares and Service

**S**ELBORNE, world concessionaires.  
**I**N association with  
**W**IMBUSH  
**C**OMplete overhauls, body repairs, tuning.  
**R**EPAIRS & Service, Headfort Place, S.W.1.  
**S**PARE orders.—Head Office, 82, Park St., W.1. (10659/R)

## DELAHAYE

**D**ELAHAYE 135 MS 1940 sedan, superb performance; £695.  
**D**ELAHAYE 155 M 1951 2½-seat coupe, magnificent condition; £975; at—  
**W**IMBUSH-SELBORNE, Headfort Place, S.W.1. Slo. 0151. (19417/R)

1934 Delage De100 saloon, in unusually good condition, new types paintwork, etc.; must be sold for best offer.—32, Longmillgate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. (10282/R)

## Delage Spares and Service

**S**ELBORNE, world concessionaires.  
**I**N association with  
**W**IMBUSH  
**C**OMplete overhauls, body repairs, tuning.  
**R**EPAIRS & Service, Headfort Place, S.W.1.  
**S**PARE orders.—Head Office, 82, Park St., W.1. (10660/R)

## DIESEL

**F**OR sale, diesel car, large chassis, of peerless British make, Perkins 4-cyl. engine; details on application.—Box 4636. (19465/R)

## D.K.W.

**D**K.W.—Three lovely specimen cars available: 1 Master de luxe Cabriolet being completely rebuilt, colours to prospect's own choice, also retrim in fabric or leather inside to choice.  
 2 D.K.W. cars bought for cash; good allowances offered against new Ford cars.  
 D.K.W. spares available, and overhauls undertaken by men who really know how.  
**B** M. GARAGES, Ltd., 42a, St. Michael's St., Paddington, W.2. Pad. 6877. (10016/R)

**T**HE new 5-6 Sonderklasse D.K.W. now available for early delivery and demonstration.—A.P.N. Ltd. (Sole Concessionaires), Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (102015/R)

## D.K.W. Spares and Service

**N**EW big-bids and mains fitted to D.K.W. crankshaft.  
**P** SMITH & Co., 85-85, St. John's Hill, Clapham Junction, Bat 0871.  
**L**ARGEST importers of genuine D.K.W. spares. Write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines).

## Dodge Spares and Service

**D**ODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (10362/R)

## DYNA-PANHARD

1952 (delivered November '51) Dyna-Panhard type 123 745cc saloon, 7,000 miles, outstanding performance includes over 10mph with safe handling qualities equalled by no other standard small saloon, cost over £1,000 (ideal rally car); £545; exchanges, deferred terms.—John H. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (104035/R)

## FIAT

**S** & S. MOTORS.—1939 500, reconditioned engine, excellent condition; £225.  
**S** & S. MOTORS.—1936 1100 pillarless saloon, reconditioned engine new tyres, £195.—165a, Westbourne Grove, W.11. Bayswater 1654. (19610/R)

1939 Fiat 1100 saloon; £210.—Charmionie Hys., Shanklin Rd., London, N.8. Mountview 5285. (101096/R)

1939 model Fiat 1100 saloon, excellent, guaranteed; £140.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1312. (104035/R)

**C** V. RUSHMER, the Fiat specialist, offers latest "New Eleven Hundred" saloon, 5,000 miles; £795.—38, Holland Park, W.11. Park 5751. (103064/R)

1938 Fiat 500 convertible coupe, excellent condition throughout, grey, red leather; £165.—Barn Cottage, Walberton Arundel, Tel. Eastergate 567.  
 245ccs.—Fiat 12, Oct. 1940, long chassis 4-door quality pillarless saloon, silver grey, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

1951 Fiat 500 1959 model, convertible coupe, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (104018/R)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FIAT

**MAYFAIR GARAGES, Ltd.**, Fiat, Fiat, Fiat, below

**MAYFAIR GARAGES, Ltd.**—1950 (reg. '52) 500C ohv de luxe convertible r/h drive coupe, Fiat pale blue with Bedford interior, extremely smart car, scrupulously maintained since new; guaranteed; £485.—Below

**MAYFAIR GARAGES, Ltd.**—1949 500C ohv genuine with Belvedere station wagon, blue and panned with soft hide upholstery, extremely smart car with outstanding performance, guaranteed; £475.—Below

**MAYFAIR GARAGES, Ltd.**—1950 fully reconditioned 2nd series de luxe convertible coupe, finished in pale blue grey, guaranteed; £325.—Below

**MAYFAIR GARAGES, Ltd.**—1942 (reg. '52) 500 de luxe 2nd series hardtop coupe, 500 drive, Italian upholstery, roof grid, very smart car with excellent economical road performance, guaranteed; £310.—Below

**MAYFAIR GARAGES, Ltd.**—July, 1940 500 2nd series de luxe full 4-seater convertible saloon, black leather upholstery, good tyres, smart car with excellent economical road performance, guaranteed; £285.—Below

**MAYFAIR GARAGES, Ltd.**—1939 model 500 2nd series de luxe convertible coupe, maroon, radio, excellent and economical road performance, guaranteed; £255.—Below

**MAYFAIR GARAGES, Ltd.**—1939 500 de luxe convertible coupe, pale blue with red leather interior, re-matted, very smart car in excellent condition throughout, guaranteed; £250.—Below

**MAYFAIR GARAGES, Ltd.**—1938 model 500 de luxe hardtop coupe, maroon, excellent and economical road performance, guaranteed; £245.—Below

**MAYFAIR GARAGES, Ltd.**—August, 1938 500 de luxe convertible coupe, off-white with leather upholstery, bumpers, attractive car with excellent and economical road performance, guaranteed; £235.—Below

**MAYFAIR GARAGES, Ltd.**—descriptive literature, price list and copy of Road Test Report gladly sent on request.—Below

**MAYFAIR GARAGES, Ltd.** (Fiat Sales and Service), Balderton St. (opp. Selfridge's clock), Mayfair, N.1. Mayfair 5104/5; open 9-6. Sats. 9-1. (C3006)

## Fiat Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Fiat.—Hamstead (Tube), N.W.3. Ham 5041

**S & S MOTORS** pay more for Fiat.—165a, Westbourne Grove, W.11. Bayswater 1644 (7296)

**MAYFAIR GARAGES, Ltd.**—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 5104, 10689/9

## Fiat Spares and Service

**FIAT 500 trouble-free**—(reg. '52) (Langdon), Ltd., 65, Lowlands Rd. Harrow Byron 4028 (10825/R)

**MAYFAIR GARAGES, Ltd.**—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below

**MAYFAIR GARAGES, Ltd.**—Balderton St., W.1. Mayfair 5104, open 9-6. Sats. 9-1. (C3027/R)

**S & S MOTORS, Fiat 500cc spare stockists**; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bayswater 1644 (7296)

**FIAT (ENGLAND), Ltd.**—Water Rd., Wembley, sole licensees for the United Kingdom, are only sources of genuine Fiat spares and service.—Tel. Perivale 3691, Grams, Fiat, 10689/9

**FIAT 500, 1100 and 1500, full range spares**, replacement parts, new and used; reconditioned bench-tested engines, starter motors, dynamo, radiators, springs, in exchange.—Derrington, 158, London Rd. Kingston 5821-2. (C1071)

## FORD (10 h.p.)

**PERRY'S OF HARROW**

**HAVE** an excellent selection of post-war 10hp saloons available.

**PHONE** Harrow 4242 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). (1009/R)

**ELM AUTO SALES** offer:—

**1948** Anglia, one owner, reconditioned engine, black/red interior, far above the average, a really nice car. Elm Autocars, 68, Hatfield Rd., Wimbledon S.W.19, Wimbledon 4825. (C3067)

**AUTOMOBILIA, Ltd.**, offer:—

**1947** Ford Anglia, black, red upholstery, in nice condition throughout; £275.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3691. (C1069)

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—

**1950** (May) Ford Anglia, green, with brown upholstery, 20,000 miles, a very carefully used car, in most exceptional condition throughout; £350.

**PHENIX MOTOR COMPANY (SURREY), Ltd.**, Sutton, Surrey, Vigilant 1121. (C3044)

**1946** Ford Anglia black with brown interior, clean and smart; £295. (C4018)

**REG TIMMS (MOTORS), Ltd.** 17-18, High St., Tottenham, E.12. Tel. 371. (C3044)

**1939** Ford 8 saloon, very good condition throughout; open: £175.—110, Battersea Rise, S.W.11. Battersea 0349. (9651)

**1939** Ford 8 saloon; a very fine example at £195 or £270 down.—Bray Motors, 180/184, West End Lane, N.W.6, Hampstead 6490. (C1024)

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St., W.1. A and S-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578/R)

**225** gns.—Ford 8, 1939 saloon, beige, red upholstery, good tyres, very good condition; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**PRIDE & CLARKE, Ltd.**—1949 Ford Anglia saloon, black/red, choice 3 from £299; 1947, black/brown, choice 2 from £259; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Ford Eight Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford 8.—Hamstead (Tube), N.W.3. Ham. 5041 (W4018/R)

## FORD (10 h.p.)

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St., W.1. A and S-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0578/R)

## FORD (10 h.p.)

**PERRY'S OF HARROW**

**HAVE** an excellent selection of post-war 10hp saloons available.

**PHONE** Harrow 4242 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). (1009/R)

**1953** Ford Prefect, black, red leather, one owner, 6,000 miles; £485.

**W. J. BROWN, Ltd.**, established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 1414.

**WALTER SCOTT, Ltd.**—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Pri. 5914. (C1025)

**£225**—1941 Ford 10 Prefect 4-seater tourer, excellent runner, reconditioned, new hood; £75 down.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**£239**—1949 Ford Prefect, 4-door, leather, excellent condition, choice of two.—G.P. (Batham), Ltd., 22, Balham Hill, S.W.12 (100 yards Clapham South Tube). Sats. 1107-8-5. (C3024)

**1947** Ford Prefect 4-door saloon, black, leather, guaranteed; £285; exchanges, terms.—Palmer, J., Russell Gardens Mews, Kensington, W.14, Park 9704. (C3034)

**345** gns.—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition; choice of 3 Prefects; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**PRIDE & CLARKE, Ltd.**—1951 Ford Prefect saloon, black/brown, black/red, all low mileage, choice 3 from £250; black/brown, black/beige, choice 2 from £389; 1949, choice several from £205; 1947 black/red, choice 3 from £289; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Ford Ten Cars Wanted

**GOOD PREFECT** wanted; immediate cash.—Lib. 1604 or Vir. 6978. (W3048)

**MAYFAIR MOTOR CO., Ltd.**, for your Ford 10.—148, Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0179/R)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## FORD CONSUL

**ALWAYS**

**A SELECTION** of Ford Consuls with a written guarantee and free after sales services at

**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Tel. 2252. (C3022)

**ELM AUTO SALES** offer:—

**1953** (late) Consul, negligible mileage, whole car as new; £655.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19, Wimbledon 4825. (C3067)

**H. A. SAUNDERS, Ltd.**, Golden Green, offer:—

**1952** (Feb.) Consul, one owner, real leather, heater, radio, magnificent; £540.

**FORD DIVISION**, 140/144, Golden Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**1954** Ford Consul, grey, hide, radio, heater, 6,000; £695.

**1953** Ford Consul, blue, heater, 11,500; £625.

**56**—Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 6, 8 and 12, Sanderly Rd., Catford, S.E.6. Hither Green 4821.

**1953** Consul, low mileage, radio and heater, as new; £600.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. (C3061)

**1953** Consul, Ford Consul saloon, one owner, leather, heater, immaculate, low mileage, almost as new, guaranteed; £655.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4023)

**495** gns.—Ford Consul 1951 saloon, dark green, fawn upholstery, one owner, excellent condition; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Ford Consul Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hamstead (Tube), N.W.3. Ham. 6041

**WHY** accept less for your Ford Consul saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254.

## FORD ZEPHYR

**W. HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

**FORD Zephyr** Six saloon, first registered Jan., 1953, colour black with leather upholstery and heater, mileage 15,400; £260.

**FORD Zephyr** Six saloon, first registered February, 1953, colour grey with leather upholstery, heater, radio, sun-visor and wing mirrors, mileage 26,000; £275.

**FORD Zephyr** Six saloon, first registered Feb., 1953, colour black with leather upholstery, heater and radio, spot lamp, wing mirrors, 9,500; £265.

**FORD Zephyr** Six saloon, first registered January, 1953, colour grey with leather upholstery, radio, heater, twin spot lamps, reversing light, mileage 9,000; £265.

**W. HAROLD PERRY, Ltd.**, Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

**H. A. SAUNDERS, Ltd.**, of Worcester.

**1953** Ford Zephyr 6 saloon, green with beige leather, radio and heater; £695.

**AUSTIN HOUSE, Worcester**, Tel. 2368. (C4005)

**1951** Zephyr saloon, radio, heater, leather, 30,000 miles; £260, exchanges, terms.—Palmer, J., Russell Gardens Mews, Kensington, W.14. Park 9704.

## FORD ZEPHYR

**ALWAYS**

**FORD Zephyra**, A selection with a written guarantee and free after sales services at

**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Tel. 2252. (C3022)

**1953** Ford Zephyr saloon, heater; £675.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1019)

**HAROLD SIMONS, Ltd.**, offer:—

**1951** Zephyr, radio, heater, demister, leather, 24,500, excellent appearance and mechanical condition; £595, trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. (C4065)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**1954** Ford Zephyr, grey/hide, radio, heater, 4,000; £750.

**1953** Ford Zephyr, black/hide, radio, heater, 9,000; £675.

**1953** Ford Zephyr, black/hide, radio, heater, 13,000, £645.

**1954** Ford Zodiac, grey/green, 4,500; £625.

**56**—Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 6, 8 and 12, Sanderly Rd., Catford, S.E.6. Hither Green 4821.

**1954** Ford Zephyr, under 2,000 miles, one owner, taxed; £765.

**RIPCO, Ltd.** (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A. Welwyn 481/2/3, offer:—

**1954** Ford Zephyr saloon, black, red leather, heater, radio, small mileage, as new; £750.

## Ford Zephyr Cars Wanted

**1952-1953 Zephyr** wanted urgently.—Fleet, The Cottage, Mentmore, Leighton Buzzard, Beds. TOP price paid for Zephyr or similar type car, trade or privately.—54, Streatham Hill, S.W.2. (W3016)

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## FORD MERCURY

**1950** Mercury attractive 2-door sports saloon, light-hand drive, dual colour scheme grey and red, unmarked condition; £975; hire purchase or exchange.—Harold Webb Motors, Ltd., 765, Romford Rd., E.12. Tel. Hither 5142. (9627)

## FORD (V.8)

**1949** Ford Pilot saloon de luxe, one owner, radio and heater, nominal mileage; £415.

**REG TIMMS (MOTORS), Ltd.** 17-18, High St., Tottenham, E.12. Tel. 371. (C3044)

**1938** Ford V.8 drop head fourseater coupe, excellent condition; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2048)

**1951** Ford V.8 saloon, radio, heater, guaranteed, 23,000 miles, excellent condition; terms.—Palmer, J., Russell Gardens Mews, Kensington, W.14. Park 9704. (C3034)

**1950** Ford Pilot, black, leather, S.M.V. radio and heater, in exceptionally good condition throughout; £425.—Campbell Symonds, Wembley 6262.

**WALTER SCOTT, Ltd.**—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Pri. 5914. (C4006)

**1951** Ford Pilot saloon, one owner, blue, heater, 22,000 miles, exceptional condition throughout; £410.—J. P. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. (C1078)

**1950** Ford Pilot, first registered 1951, green, superb condition, carefully maintained, 28,000 miles, radio, heater, two spot-lights; £425.—Pillay, 9, Chester Close, S.W.1. Sloane 8592. (9637)

**395** gns.—Ford V.8 Pilot, late 1950 saloon, leather, one owner, one owner, excellent condition; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Ford V.8 Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford V.8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AMERICAN FORD

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford, Tel. Ealing 4506/9. (0749/R)

**UTILITY—FORD OR OTHER BODIES**

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**1952** Fordson estate car, green, 29,000; £495.

**56**—Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 6, 8 and 12, Sanderly Rd., Catford, S.E.6. Hither Green 4821.

**1952** Ford 10 Martin Water utility, low mileage, in very good condition; £465.

**G & R GARAGE, Ltd.**, 33, Victoria Rd., Surbiton, Elmbridge 6755. (C3025)

## FORD MISCELLANEOUS

**J. DAVY, Ltd.**

**1937** 8hp 4-door saloon, new unit 4,000 miles, mechanically 100%; £165.

**1952** Anglia, 9,000 miles only, one owner, as new; £355.

**1952** Ford, radio, heater, blue/blue hide; £395.

**1950** Consul, 14,000 miles only, heater, wing mirrors, immaculate; £235.

**1948** Prefect, engine recently reconditioned; £385.

**1947** Prefect, much above average condition; £360.

**1953** Zephyr, hide upholstery, heater, low mileage; £675.

**1951** 10hp Martin Walter Uliticon, 13,000 miles only exceptional condition; £359.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108).

## Ford Miscellaneous Cars Wanted

**PRIVATELY** owned Ford 8 or 10-5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Ford Miscellaneous Cars Wanted

**R** **S** **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**RICHARDS & CARR** buy 1947-54 Anglias and Fords. 35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

**XXX** H. P. Edwards offer immediate cash for good Ford cars.—Details, please, to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400.

## Ford Spares and Service

**ALLAN TAYLOR** (autocar), Ltd.  
A HIGH ST., Wandsworth, S.W.18.

**MAIN FORD dealers.**

**L** **LARGE stock of genuine Ford parts.**

**VANDYKE 4433 (5 lines).** (0514/R)

**F** **FRANK O. GATES, Ltd.**, High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers, service and all spares. (10053/R)

**W** **WE** have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66 High St., East Ham, E.6. Grangewood 1136. (S3065/R)

## FRAZER NASH

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**1954** Frazer Nash Targa Florio grand sport 2-seater, full all-weather equipment, huge luggage boot, fitted 144bhp engine (bench tested certificate available), just run in, unique opportunity at £2,950: a considerable saving on list price; immediate delivery.—Anthony Crook Caterham 2232/3, Surrey. (C4057)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## FRAZER NASH-B.M.W.

**PERFORMANCE CARS.**—Good selection always available; written guarantee.—See under "Sports Cars." (C4057)

**TYPE 328/80** Frazer Nash-B.M.W. fixed head coupe in very good condition and always maintained here, colour silver and black. (C4018)

**TYPE 328 2-seater**, first registered 1946; £550. (C4018)

**A.P.N. Ltd.**, Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011). (C2015)

**1937** type 45 Frazer Nash-B.M.W. 2-door saloon, excellent condition; £150.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (C4057)

**1953** Frazer Nash-B.M.W. 1953, 2-litre type 320 Continental sports saloon, l.h.d., good condition; terms, exchanges.—Rowland Smith, below.

**145** Frazer Nash-B.M.W. 1956, 2-litre convertible saloon, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, below.

**2215**—1958 Frazer Nash-B.M.W. type 45 sports saloon coupe, probably one of the best of its breed on the road to-day.—Balmahanner, Hawthorn Rd., Godalming, Tel. 312 evenings. (1946)

**JACK ROSE, Ltd.** offer 1959 Frazer Nash-B.M.W. type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted heater and many extras, in rare condition with outstanding performance; £615.—Stafford Rd. Wallington, Surrey. Wallington 6577.

**Frazer Nash-B.M.W. Cars Wanted**

**BARTLETT** will pay more for good Frazer Nash-B.M.W.s.—27a, Pembroke Villas, W.11, Bayswater 0525. (W1013)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## HEALEY

**WELBECK MOTORS, Ltd.**, for Austin-Healeys:—

**1954** (registered November, 1953) Austin-Healey, red, full, high-speed specification costing about £170 extra, 3,000 miles, never raced, as brand new; £1,095. (C1001)

**1954** (registered November, 1953) Austin-Healey, blue, normal specification, 1,000 miles, as brand new; £1,095. (C1001)

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Woking 3991 (6 lines). (C4049)

**J. HUNTER, Ltd.**, offer:—

**1947** Healey sports 2-seater, tuned to 130 m.p.h., attractive; £450. (C2040)

**J. HUNTER, Ltd.**, 22, Crickwood Broadway, W.2, Tel. Gladstone 6305. (C2040)

**RICHARDS & CARR**, always best value.

**1953** Austin-Healey, one owner, 5,000 miles, Alfa drums, radio; £985. (C3045)

**1951** Alvis-Healey 3-litre convertible, H.M.V. radio, heater, smart; £995. (C3045)

**35**, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

**BROOKLANDS**, individuality, new and used cars

**1953** Austin-Healey 3-seater, 6,800 miles.

**BUY** or sell your car with confidence.

**103**, New Bond St., London, W.1. Mayfair 8851-6. (C1029)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2/3, offer:—

**1951** Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout; £550. (C1001)

**AUSTIN-HEALEY 26/11/53**, mileage 6,000. Le Mans kit modifications, as new throughout; £1,065.—H. O. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621. (C1001)

**G & M** Alfreds.—Healey, registered December, 1951. Tickford saloon, radio, heater, superb order; 6-7, Warren St. W.1. Euston 3268. (C1005)

## HEALEY

**1949** Healey Duncan 2-seater, guaranteed; £485; payments.—Oldfield, 356, Kensington High St., W.14. Western 6631. (C3029)

**£595**—1951—Healey magnificent Sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months' guarantee; hire purchase, exchanges. (C3029)

**L** **LAMBS OF WOOD GREEN**, Finchley Showrooms, 421/423, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground). (C2052)

**ROSE & YOUNG, Ltd.**, offer 1949 Healey Elliott sports 2-seater, exceptional condition, very pretty, £565.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (C2052)

**Healey Cars Wanted**

**BARTLETT** will pay more for good Healeys.—27a, Pembroke Villas, W.11, Bayswater 0525. (W1013)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**PERFORMANCE CARS** urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 3841. (W5041)

**WANTED**, 1949/51 Healey saloon (Tickford preferred), low mileage.—Robinson, 4, Woodlands Rd., Cl. Shalford, Cambs. (W1047)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2/3, urgently require Healey, Tickford and Elliott saloons, also Abbott drop head coupes. (C2052)

## HILLMAN 10

**ALWAYS**

**HILLMAN MINX**, A selection with a written guarantee and free after sales service at

**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11, Bait. 2252. (C932)

**1951** Hillman Minx drop head coupe, green, red leather upholstery, heater fitted, one owner only 22,000 miles; £505. (C1002)

**ACRES AUTOS, Ltd.**, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211. (C1002)

**SLOOMBER, Ltd.**

**CALIFORNIAN** Hard Top, 1953 (late), 8,000 miles, radio and heater, Marchal spot lamps, condition as new; £725. (C4017)

**REMOVALS** and terms: A.A. or R.A.C. inspection welcomed.—Sloombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869, 2 minutes Dollis Hill Underground Station. (C4017)

**RAYMOND WAY**

**RAYMOND WAY** of Kilburn.

**RAYMOND WAY**, the Hire-Purchase specialists.

**1939** Hillman Minx 4-door saloon, a rare specimen indeed, one owner-driver only since leaving the works, maintained regardless of cost, really must be seen; 2569s.

**HIRE** Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

**ACRES** offer:—

**1954** (February) Hillman Minx saloon, green, every spec conceivable extra, including heater, radio, seat covers, guaranteed 1,600 miles only, as brand new, offers. (C1002)

**ACRES AUTOS, Ltd.**, 136-138, Streatham Hill, London, S.W.2. (Tulse Hill 1909). (C1002)

**CAR MART, Ltd.**

**1953** Hillman Minx saloon (21 model), heater; 659s.—Car Mart, Ltd., Welsh Harp, Hendon Rd., N.W.3. Hendon 6500. (C1039)

**BOON & PORTER, Ltd.**

**1952** series Mk. V, grey, one owner; £495.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. (C1022)

**HAROLD SIMONS, Ltd.**, offer:—

**1953** Hillman Minx Mark VII saloon, 3,000 miles, heater, demister, fawn, red upholstery, as brand new; £646; trade enquiries welcomed; 3 months' written guarantee; free service-after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes to by East Finchley Tube). Finchley 0052-53. (C4045)

**ELM AUTOSALES** offer:—

**1948** Phase II Minx, black, nominal mileage, well maintained car; £375.—Elm Autosales, 65, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C4045)

**B. J. HUNTER, Ltd.**, offer:—

**1952** Hillman Minx drop head foursome coupe, positively unmarked; £575. (C2040)

**B. J. HUNTER, Ltd.**, 22, Crickwood Broadway, W.2, Tel. Gladstone 6305. (C2040)

**WARWICK WRIGHT, Ltd.**, offer:—

**1953** Hillman Minx Mark VI saloon, black, 4,000 miles, £665; another in blue, similar mileage. (C4045)

**1951** Hillman Minx Mark V saloon, green, 22,000 miles; £550. (C4045)

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**1952** Hillman Minx saloon, black, brown leather; £550. (C4045)

**1952** (Dec.) Hillman coupe, blue; £625.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4504). (C4022)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1952** Hillman Minx saloon low mileage, immaculate condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

**HAROLD SIMONS** offer: Commer estate (see under "Trilliums"). (C4065)

**1953** (October) Hillman saloon, 7,000 miles.—Weybridge 600. (C4023)

**£85**—1955 Hillman 10 saloon, blue, excellent runner.—Baverstock Garage, Haverstock, N.W.5. Gutter 6662. (C2072)

**1952** (Oct.) Hillman drop head coupe, maroon, immaculate 6,000 miles; £635.—11, Verulam Ave., Purley, Surrey. Upl. 5204. (1953)

## HILLMAN 10

**1941** Hillman Minx saloon de luxe, fitted heater

**REG TIMMS (MOTORS), Ltd.**, 17-18, High St., Tottenham, Bees. Tel. 271. (C4064)

**PHENIX MOTOR CO. (SURREY), Ltd.**, for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Hillmans.

**A** **SELECTION** from our stock:—

**1953** (May) Hillman Minx Mark VI saloon, black with red upholstery, 10,000 miles, practically brand new throughout; £635. (C4064)

**1948** (April) Hillman estate car, 31,000, very carefully used indeed, recently fitted with reconditioned engine and resprayed in cruiser grey, a most attractive car; £395. (C4064)

**1949** (May) Hillman Minx Mark III saloon, Cuts-wold grey, with rust upholstery, moderate mileage, a very well maintained car; £435. (C4064)

**HIRE** purchase facilities and your car wanted in part exchange for any new or used vehicle; moderate mileage, a very well maintained car; £435. (C4064)

**PHENIX MOTOR CO. (SURREY), Ltd.**, Phoenix House, High St., Sutton, Surrey. Vigilant 1121. (C4064)

**1950** Hillman estate car, superb condition; £525.—Autowork, Ltd., Winchester, Tel. 454. (C4064)

**£365**—Hillman 10 1947 4-door saloon, really super cellulose, engine just reconditioned, choice 2, many others. (C4064)

**BENNETT'S**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

**1946** Hillman Minx saloon, one owner, reconditioned engine just fitted; £315; 3 months' guarantee; terms and exchanges. (C4054)

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5258 and 5774. (C4054)

**1952** owner 6355.—Vandervelde, 215, Haverstock Hill, N.W.3, Fri. 4444. (C4054)

**1940** (April) Hillman Minx saloon, exceptional, trivial use since replacement engine fitted; £800.—Speedsters, Ltd., Horley (Surrey), 628. (C4054)

**1946** Hillman 10 saloon, black, brown leather, one owner, excellent condition; £515.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

**1953** Hillman Minx, lawn, 5,000 miles, as new; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

**£266**—1939 Hillman 10 de luxe saloon, undoubted the finest we have had, practically 1951 condition; 3 months' guarantee; hire purchase, exchanges. (C4054)

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421/423, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground). (C2052)

**1951** Hillman Minx saloon, radio, heater, one owner, exceptionally good condition throughout; £495.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

**1946** model Hillman Minx de luxe saloon, sun roof, leather upholstery, very good appearance and mechanically sound; £515.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0196. (C1054)

**1953** Minx anniversary coupe, black, 5,000 miles, exactly as new; £675. (C3016)

**1946** (Dec.) Hillman Minx saloon, blue, very good condition; £545.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common S.W.18. Vandeville 1166. (C4054)

**TANKARD & SMITH, Ltd.**, offer 1952 Hillman Minx Phase V saloon, black with red leather, one owner, exceptional condition; £565; three months' written guarantee.—194/196, King's Rd., Chelsea, London, S.W.3. Flaxman 4801. (C4026)

**ARCHIE SIMONS & Co., Ltd.**—1952 Hillman Minx d.h. coupe, colour black, fitted heater, nominal mileage, one meticulous owner since new, excellent condition throughout; £585.—94, Oct. Portland St., W.1. Lan. 1345. (C4015)

**525** sgs.—Hillman Minx October 1951 Phase V saloon, heater, one owner, small mileage, exceptional; terms, exchanges; list; Open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). (C4018)

**1939** maintained; £225, or £75 deposit, balance 18 months; exchanges, insurance; 50 cars always in stock under cover, write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) (C4018)

## Hillman Cars Wanted

**R** **S** **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Hillman.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**R** **ROOTES, Ltd.**

**DISTRIBUTORS.**

**REQUIRE** modern low-mileage Hillman cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 3553.)

**CANTERBURY**—(Canterbury 3252.)

**WROTHAM HEATH**—(Borough Green 4.)

**WOCHESTER**—(Chatham 2351.)

**ROOTES** Ltd. Devonshire House, Piccadilly, W.1. (0108/R)

**GOOD** Minx wanted; immediate cash.—Lib. 1604 or Vix. 5978. (W3048)

**EMA** 2148, Grove Rd., Southsea, Portsmouth 1507. (W3048)

**WHY** accept less for your Hillman saloon or estate car when you can get its full market value from

**FERRARIS** OF CRICKWOOD, Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2354. (C4065)

**XXX** H. P. Edwards offer immediate cash for good Hillman cars. Details, please, to 19 Brook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

**BIRMINGHAM** and Midlands.—Low mileage Hillman B modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (0098/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Hillman Cars Wanted**  
NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R]

**Hillman Spares and Service**  
NORMAND, Ltd.  
THE best service only, highly skilled mechanics with efficient supervision.  
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224]

**LONDON & COUNTIES MOTOR MART Ltd.**  
HILLMAN repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Redfern 1183. [0676/R]

**BARKING**—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippaway 1285. [0438/R]

**HOTCHKISS**  
MAIDSTONE ENGINEERING CO.  
1939-40 Hotchkiss Paris Nice sportsman's saloon, most beautifully and attractively finished in maroon and silver, with blue leather interior in most excellent condition, fitted heater, twin chrome Wind-tone horns and twin chrome Lucas passalamps; this is a genuine example and is open to any trial, the performance is really amazing. £375.  
CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

1938 Hotchkiss 3½-litre saloon, excellent condition; £325.—Claydon's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C3001]

1950 (delivered Nov., 1949) Hotchkiss 3½-litre standard saloon, black, grey leather, Coach year box, in first-class condition throughout; cost nearly £3,000; excellent value at £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 3274. [C4035]

**H.R.G.**  
L. F. WARD, Ltd.  
1949 H.R.G. 1500 sports, 27,000 miles, extremely fast car.  
L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3547. London office: Mayfair 014. [C0493]

**H.R.G. Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**H.R.G. Spares and Service**  
CHARLES POLLETT, Ltd., have a large stock of spares.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C0493]

**SPARE parts**  
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R]

**HUDSON**  
A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481.2/3. offer:—  
1948 Hudson Super Six saloon, 22hp, finished dark blue, blue leather, heater, radio, 5 new tyres, new battery, recently overhauled at Hudsons, immaculate condition throughout; £625. [C1001]

£75—Hudson 16.8hp, 1935, excellent condition; terms and exchanges.—Tudor 8073, Pitney 0293. [9375]

1939 Hudson 16 saloon, equal to any post-war in condition, 42,000 miles only since new, heater, radio, leather upholstery, magnificent vehicle, real opportunity; £265.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

HUDSON—1952 Hudson Commodore 8 4-door saloon, grey/maroon, l.h.d., hydraulic transmission, radio, heater, Whitewall tyres, under 22,000 miles; £1,975 (demonstrator model).—Hudson Motors, Ltd., Great West Rd., London, W.4. Chiswick 3621. [5002]

**Hudson Spares and Service**  
MANCHESTER.—Hudson spares and repairs.

**MANCHESTER**—Hudson spares and repairs.  
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. R. 2874-5. [0861/R]

**BENTALLS, Ltd.**  
1949 Humber Hawk Mark III saloon, black; £510.—Kingston-on-Thames. Kingston 1001. [C1074]

**CAR MART, Ltd.**  
1948-49 Humber Pullman limousine, radio, heater; £275.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**TOM GARNER, Ltd., offer:—**  
'52 Humber Imperial Mark III 7-passenger saloon; £1,195.  
'53 Humber Hawk Mark V saloon, black, heater, 4,000 miles (used show purposes only); £895.  
'53 Humber Super Snipe Mark IV, black, heater, 6,000 miles (used show purposes only); £1,145.  
TOM GARNER, Ltd., 19-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

**B. J. HUNTER, Ltd., offer:—**  
1951 Humber Hawk saloon, late diplomat's car, chauffeur maintained; £625.  
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2440]

**WARWICK WRIGHT offer:—**  
Humber Super Snipe Mark IV saloon, gun grey, 5,000 miles, £1,125; another in sapphire blue, similar mileage.  
1953 Humber Hawk Mark V saloon, gun grey, 9,000 miles; £835.  
1949 Humber Hawk Mark III saloon, black, 26,000 miles; £535.  
1952 Humber Super Snipe Mark III saloon, steel grey, heater, 20,000 miles, radio and heater, £750; another in satin bronze, similar mileage.  
1951 Humber Pullman Mark III 7-passenger limousine, indistinguishable from new, black, radio and heater, 17,000 miles; £1,550.  
1950 (December) Humber Hawk Mark IV saloon, black, 26,000 miles; £658.  
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C0405]

**HUMBER**  
HAROLD SIMONS, Ltd., offer:—  
1952 (Sept.) Super Snipe saloon, one owner, 9,000 miles, heater, demister, leather, an excellent car throughout; £775; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 00-52. [C4065]

**CATTERMOLES (GARAGES), Ltd.**  
CENTRAL London Rootes Agents, offer:  
1951 Humber Hawk saloon blue with fawn interior, immaculate; £595.—79/89, Pentonville Rd., N.1. Kings Cross Station, Tel. 1001. [9504]

**PETER BANTOCK CAR SALES offer:—**  
1947 Humber Pullman, black, excellent condition; £475.  
1947 Humber Hawk, black with brown upholstery, fitted Ace discs, an immaculate car; £365.—104, High Rd., Chiswick 2725-2670. [C1014]

**GUY SALMON AUTOMOBILES offer:—**  
1951 Humber Super Snipe Mark III, black/brown leather, 29,000 miles, facilities, condition; £575.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**COOMBS & SONS (GUILDFORD), Ltd., offer:—**  
1950 Humber Super Snipe, green with beige leather, mileage 35,000; £505.  
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

**100% Rootes Group dealers.**  
1949 Humber Super Snipe, black, heater; £465.  
MARLBOROUGH Works, Kenton, Tel. Wordsworth 7905 (5 lines). [C1008]

**H. M. BENTLEY & PARTNERS, Ltd., offer:—**  
1953 Humber Hawk, 8,000 miles, heater; £825.  
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

**GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]**  
D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—  
1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £395.—D. J. Shepherd & Co., Enfield, Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

1952 Humber Hawk, 8.0hp, m.c. only; £735.—Mansfield Auto Ltd., Euston 2587. [C5001]

**PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Humber.**  
A SELECTION from our stock:—  
1951 (March) Humber Hawk saloon, satin bronze with red upholstery, 19,000 miles and taxed for the year, numerous extras include fitted radio, Rootes heater, Ace Rimblelissers, windscreen wash, etc., a very attractive example of this model; £665.  
HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.  
PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121.  
Humber Tickford convertible, 34,900 miles; £625.—Tickford, Ltd., Temple Bar 3358.  
1949 Snipe saloon, black, brown leather, heater, one owner, 19,900 miles; £495.—May. 5242.  
1949 Humber Super Snipe, radio, heater, grey, excellent condition.—Tel. Gloucester 2106.  
1953 Humber Hawk, blue, beige leather; £825.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4082]

1949 Humber Super Snipe saloon, excellent condition throughout, magnificent car, three months' guarantee; £445.  
C. & W. MOTORS, Ltd., Queen's Head Garage, East Rd., N.1. Finsbury 6234 (3 lines). [C1065]

1951 Humber Hawk saloon, one owner, 10,000 miles, 4,000 miles, as new; £1,100.—Dobsons, Ltd. (Humber agents), Staines 601. [C1074]

1949 Humber Hawk Mark III saloon, excellent condition; £485.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Esherbrook 3000. [C2004]

1948 Humber Hawk saloon, one owner, clean, 10,000 miles, 4,000 miles, as new; £1,100.—Dobsons, Ltd. (Humber agents), Staines 601. [C1074]

1950 Humber Super Snipe, grey, grey leather, one owner only, 57,000 miles, compares favourably with 1953 model; terms, exchanges; snip at £495.  
DODGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 3153. [C1075]

4000 Humber Super Snipe, 1953, radio, heater, indistinguishable new; £1,095.—H. O. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2.  
1949 Humber Hawk saloon, one owner, 10,000 miles since engine overhaul; £425.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211.  
A RCHIE SIMONS & CO., Ltd.—1953 Humber Super Snipe, black/brown upholstery, 10,000 miles, excellent condition throughout; £745.—34, Gt. Portland St., W.1. Lan. 1343. [C4013]

1938 Humber 7-seater, division, chauffeur driven, superior condition throughout; £235.—Withams, 18, Balham Hill S.W.12. Battersea 3280/3769. [5585]

525ms.—Humber Hawk, 1951 model Mark IV saloon, satin bronze, sliding head, red leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.  
245ms.—Humber Snipe, 1939 21hp de luxe saloon, sliding head, leather, i.f.s., excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

1950 Humber Super Snipe, colour grey, grey leather, heater, genuine mileage 21,000, superb condition throughout; £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

**HUMBER**  
1947 Humber Super Snipe saloon, black, sliding roof, fitted seat covers, very good condition, tyres almost new; can be seen April 20th to 23rd inclusive (9 a.m. to 5 p.m.) at—14, Westcott Rd., Reading. Best offer accepted. [9474]

1953 Humber Super Snipe saloon, 10,000 miles, radio, heater, many other extras; £1,025.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1087]

**HUMBER Super Snipe, first reg. Sept., 1953, black with red hide upholstery; this has been used for a number of demonstrations only and the mileage is less than 2,000 miles; in every respect a new car, and a superb offer at £1,075.—Anchor Motor Co., Chester, Tel. 21512. [1859]**

**A&S** limousines, extensive selection low mileage, first class condition Humber, guarantee certificate, ready service.  
A private chauffeur, 24hp, Limousine, partition, forward occasional, leather throughout, 31,000 miles, 1950-condition, economical.  
LIMOUSINES, 1947, mired edge Pullman, partition, forward occasional, black, meticulously maintained, reasonable mileage, £635, selection from £485.  
LIMOUSINES, privately chauffeur Humber, 1949/50, partition, forward occasional, leather, also cloth upholstery, radio, heater, certified mechanically, ready service, keen prices.  
7-passenger 1951 Imperial saloon, leather upholstery, heater, radio, black, genuine low mileage, selection from £895.  
LIMOUSINES, 1951, Pullmans, leather also cloth, heater, radio, first class condition, from £395.  
1952 Pullman, also Imperial partitioned Limousines, leather throughout, forward occasional, heater, radio, genuine low mileage, competitive prices. Also Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

**Humber Cars Wanted**  
ROOTES, Ltd.  
DISTRIBUTORS.  
REQUIRE modern low-mileage Humber cars. Tel. BIRMINGHAM.—Lower Temple St. (Central 8411.)  
ROCHESTER.—(Chatham 231.)  
WROTHAM HEATH.—(Borough Green 4.)  
MAIDSTONE.—(Maidstone 3333.)  
MANCHESTER.—129, Deansgate (Blackfriars 6677.)  
CANTERBURY.—(Canterbury 3252.)  
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0104/R]

**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**

**EMA** Ltd., Grove Rd., Southsea, Portsmouth 2169. [5308]

LATE Hawk saloon—Full particulars to Rogers, L. Wellesley Ave., W.6. Riv. 2644. [W9054]

Alps prices paid for 1950-51-52 Pullman limousines, Woodall Nicholson, Ltd., Well Lane, Halifax 4231. [0530/R]

TOP price paid for Humber or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 3. [W3016]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [0086/R]

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars to R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Ham. 46381. [0553/R]

7-PASSENGER, 1946/48/50/52 Limousines and Imperial Saloons, also private 1939/50 Limousines required immediately, cash waiting. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

**Humber Spares and Service**  
THE Humber Specialists for all spares.—Ring Upoles 3637. See advt. under Parts & Accessories. [0898/R]

**JAGUAR**  
ACRES offer:—  
1952 model Jaguar Mark VII saloon, grey with grey leather, many extras, 19,000 miles only, indistinguishable from new; £1,585.  
1951 Jaguar XK120 roadster, royal blue and silver, 19,000 miles only, fully modified, never raced, a brand new; £295.  
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C10024]

**J. DAVY, Ltd.**  
1950 Mark V 3½-litre saloon, radio, heater, choice; from £725.  
1951 Mark V 3½-litre saloon, heater, low mileage; £755.  
XK120, immaculate, ivory/red, untraced, 14,000 miles only; £950.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3. (Kens. 1108). [1069]

**RAYMOND WAY**  
RAYMOND WAY OF KILBURN.  
RAYMOND WAY, the hire purchase specialists.  
1939 Jaguar 1½-litre saloon, in really superb condition throughout, recent complete overhaul, coachwork and interior as new; 299ms.  
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 300 cars under £400 to choose from.  
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maide Vale 9844, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C0407]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SLOCUMBER, Ltd.

**XK120's**, choice of three as follows.

**1953** (late) d/h coupe, mileage 4,271, radio and heater, spot lamps and in most pleasing condition throughout; £1,495.

**1951** model special maroon finish open 2-seater, in excellent condition; £795.

**1951** model, in blue, original cellulose, which is quite unblemished; £810; A.A. or R.A.C. inspection welcomed on any of the above.

**PART** exchanges and immediate hire purchase with pleasure—Slocumbers, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10, Willesden 4869, 2 minutes Dollis Hill Underground station. [C4017]

**B. J. HUNTER, Ltd.**, offer:—

**1951** Jaguar XK120 2-seater, £270 worth of modifications; £895.

**B. J. HUNTER, Ltd.**, 85, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**H. BEART & Co., Ltd.**, offer:—

**1947** (June) 1½-litre Jaguar, grey with grey leather, two owners, in excellent condition throughout; £485—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

**ROSE & YOUNG, Ltd.**, offer:—

**1952** XK120, fitted with all modifications, including wire wheels, 9-to-1 compression magnets, radio, heater, spot lamp, luggage carrier, etc., exceptionally fast, immaculate condition; £1,065.

**1951** XK120, low mileage, fitted heater, wipers, etc., exceptional condition, metallic silver; £855.

**1950** Jaguar Mark V 2½-litre saloon, exceptional condition, black, £625—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. 6464. [C3057]

**MAIDSTONE ENGINEERING Co.**

**1947** (April) Jaguar 1½-litre special equipment saloon, finished in unblemished black with brown leather interior, fitted Ace discs, heater, demister, mechanical, in really superb condition throughout, a most attractive specimen, open to any trial or examination; £425.

**CROSS ST.**, Pendleton, Salford, 6 Manchester, Pen 3457. [C3000]

**PHILIP RICKARDS, Ltd.**, offer:—

**1953** (June) Jaguar Mk. VII saloon, black/tan, 11,000 miles; part exchanges, deferred terms—4, Brick St., Park Lane, London, W.1. Crossvenor 4772-3. [C3051]

**HAROLD SIMONS, Ltd.**, offer:—

**1950** Jaguar Mark V 3½ saloon, black, brown leather, heater, demister, radio; choice 2 from £695—Below.

**1951** demister; £795—Below.

**1939** series Jaguar 2½ saloon, black; £385; all above cars are spotless in appearance and in excellent mechanical order; 3 months' written guarantee; service after sale; exchanges, deferred—Harold Simons, Ltd., 597/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-55. [C4065]

**SAUL & SLATER, Ltd.**, offer:—

**1954** Jaguar XK120 d/h coupe, birch grey with red, 2,000 miles only, many extras—44-46, Alderman's Hill, N.13. Palmers Green 5631. [C4002]

**WARWICK WRIGHT, Ltd.**, offer:—

**1952** (November) Jaguar Mark VII saloon, black 5,000 miles; £1,375.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045]

**GUY SALMON AUTOMOBILES**, offer:—

**1953** Jaguar Mark VII saloon, 12,000 miles from new, one owner, just fitted high-gear steering and special shock absorbers. Radiomobile, grey leather, a most exceptional car mechanically; £1,365.

**1951** Jaguar Mark V drop head coupe, dark grey leather, new hood, 20,000 miles, Radiomobile, immaculate condition; £895.

**1949** (November) Jaguar 3½-litre Mark V saloon, here is a car which having had one fastidious owner since new we are able to present in original condition and which can truthfully be described as equal to a 1953 model. H.M.V. radio, an extremely attractive proposition at £745.

**1947** Jaguar 1½-litre special equipment saloon, recently fitted new engine, an attractive specimen; £495—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**BRADSTOCK MOTORS, Ltd.**, offer:—

**£865**—1951 Jaguar XK120, finished in most attractive duo-colour, fitted loose covers, heater, washers, rad. blind, indicators, standard model, never raced; an outstanding example of this famous car.

**1949** Jaguar Mark V 3½-litre saloon, grey, grey leather, fitted radio, heater, excellent condition; £595, Epsom, Tel. 633. [C1090]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1953** XK120 drop head coupe, L.H.d., full modifications, wire wheels, total mileage 9,000, cream with red leather; £1,200.

**1953** (November) Jaguar Mark VII, black with red leather upholstery, mileage 4,000; £1,350.

**1951** Jaguar XK120, full racing modifications, with blue leather; £825.

**1949** Jaguar Mark V, grey with grey leather, radio, etc., mileage 24,000; £700.

**1947** Jaguar 2½-litre saloon, colour grey with grey leather; £425.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 8207-8-9. [C1057]

**D. J. SHEPHERD & CO. (ENFIELD), Ltd.**, offer:—

**1950** Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, used; £680—2, J. Shepherds & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4005]

## JAGUAR

**RICHARDS & CARR** always best value.

**XK120** L.H.d., 1953 1½ coupe, 9,000 miles; £1,265.

**XK120** 1951 2-seater, one owner, 9,000 miles; £945.

**XK120** 1951 2-seater, unmodified, very smart; £825.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

**CAMDEN MOTORS** offer the following Jaguars:—

**1939** 40 1½-litre drop head coupe, in dark blue, very attractive condition; £295.

**1939** 1½-litre sports saloon, fitted reconditioned engine Nov. 1952, 12,000 miles; £295.

**1947** 1½-litre special equipment saloon with discs, heater and radio; £415.

**1936** 1½-litre sports saloon, fast, powerful car; £155.

**1937** 2½-litre sports saloon, fitted new tyres; £175.

**1939** 2½-litre saloon, overhauled in our workshops, just road tested and found to be 100% mechanically; £295.

**1940** 2½-litre saloon, similar to 1948 series, largely original except for engine (replaced by new unit 1952); £345.

**1946** 3½-litre saloon, bronze with red leather, not quite up to our usual immaculate condition but sound, mechanically and well shod; £325.

**CHOICE** of six other post-war 3½-litre saloons, in really immaculate order.

**CAMDEN MOTORS**, the used Jaguar specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Open Good Friday and Easter Monday. [C1055]

**KJ MOTORS, Ltd.**, Jaguar main agents, offer:—

**1953** Mark VII saloon, pastel blue, blue leather, low mileage, one owner; £1,325.

**1952** Mark V saloon, grey with grey leather, one owner, tax year 1953; £1,095.

**1939** 3½-litre coupe, grey, brown leather, reconditioned engine, immaculate condition; £325—Widmore Rd., Bromley, Ravenshoe 3456. [C2072]

**1953** (August) Jaguar Mark VII saloon, 8,000 miles, faultless—Weybridge 600. [C4023]

**1946** Jaguar 1½-litre saloon, first-class throughout. [C4023]

**1950** Jaguar 3½-litre saloon, immaculate; £755—Smith & Hunter 376, Kensington High St., W.14. Western 2512. [C4019]

**1939** Jaguar 1½-litre, engine rebored, fitted new bearings, etc., completely reconditioned; £285.

**1946** Jaguar 1½-litre, factory recon. engine, cellulosed to buyer's choice of colour; £395—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

**1946** 3½-litre Jaguar saloon, good tyres, new battery, excellent condition; £325.

**X.L. SERVICE STATION**, Kingston Vale, S.W.15. [C4060]

**BARTLETT**—Jaguar 1952 XK120 2-seater; £150 extras; £1,150—27A, Pembroke Villas, W.11. [C1013]

**1947** Jaguar 3½-litre saloon, fine condition; £450.—Autowork, Ltd., Winchester. Tel. 4634. [C1010/1]

**1952** Jaguar Mark VII, silver/red, radio, heater, twin flame throwers, taxed year; £1,175. [C4038]

**1950** (July) 3½-litre saloon, black, 25,000 miles, as new; £695.—Mansfield Autos, Ltd., Euston 2587. [C3007]

**1939** Jaguar 3½-litre saloon, excellent, guaranteed; £150.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058]

**1947** Jaguar 1½-litre saloon, exceptional condition throughout; £465.—Autowork, Ltd., Winchester. Tel. 4634. [C1010/1]

**495** gns.—Jaguar, 1949, 3½-litre saloon, sliding head, leather, radio, heater, discs, excellent condition; terms, exchanges.—Rowland Smith, below.

**375** gns.—Jaguar, September 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Jaguar, 1939 model, 1½-litre fourseam drop head coupe, leather, very good condition; terms, exchanges.—Rowland Smith, below.

**145** gns.—Jaguar, 1956, 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

**BEARTS OF KINGSTON**, Jaguar specialists, sales, spares, repairs—102, London Rd., Kingston, Tel. Kin 3348. [C0081/R]

**1953** Mark VII Jaguar, black, red leather, heater, 11,000 miles, one owner; £1,295.—Perkin, Welbeck 0542. [C3068]

**1949** Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

**1951** XK120, 26,000 miles, black, used for domestic purposes only by one owner; £895.—Fugate, Bushey Heath, Herts. Tel. 1965. [C2017]

**1949** Mark V 3½-litre saloon, grey, grey leather, nominal mileage, excellent condition; £533.—Robbins, East Putney, Tel. 4581. [C3010]

**1953** Mk. VII saloon, grey, one owner, radio, heater and Lifeguard tubes, 16,000 miles; £1,275.—Park 5077. [C3030]

**1939** Jaguar 1½ fourseam drop head with recon. engine, in extremely good order throughout; £270.—Automo, Hampstead 3450. [C3050]

**1951** Jaguar Mark V 3½-litre saloon de luxe, 22,000 miles only; £825; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262. [C1084]

**1953** Mark VII Jaguar, grey/grey, radio, 13,000 miles, taxed, £1,275.—Halls (Finchley), Ltd., Osdon Parade, N. Finchley, N.12 (Tolly Hol. Hill 104). [C4056]

**1948** Jaguar 3½-litre saloon, grey, radio and special equipment, one owner; £825.—C. C. Winbush, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

## JAGUAR

**JAGUAR SS100** 3½, reconditioned throughout and restored to original order, in black and red; £475 or terms.—Automo, Hampstead 3450. [C3050]

**1950** Mark V Jaguar, 13,000 miles, one owner, immaculate condition; £825.—Tel. Farnborough (Kent) 769 between 9 a.m.-6 p.m. [C3069]

**1949** Jaguar 3½-litre saloon, silver grey, red leather, Ace discs, excellent condition throughout; £455.—Peter Guest, Ltd., Gaywood, Lynn, Tel. 4129. [C2085]

**1949** (Aug.) Jaguar Mk. V 3½-l, radio and heater, black with brown hide, 30,000 miles, superb showroom cond. throughout; £660.—Burton & Deakin, Ltd., Orpington, Kent, Orp. 7622. [C4991]

**1952** owner, radio, heater, inst. mats, faced year, guaranteed unblemished; £1,195; terms, exchanges.—Cyril Sheppard of Reading Sonning 2345. [C595]

**1950** Jaguar 3½-litre Mark V saloon, black with brown leather interior, loose covers, moderate mileage, in very good condition; £650.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0556. [C1075]

**JAGUAR 1937** 2½-litre sports saloon, excellent condition throughout, black, red leather; £135.—Cutler, Bait Cottage, Walberton, Arundel, Tel. Eastergate 367. [C1012]

**1952** Mark VII Jaguar saloon, grey, excellent condition, 24,000 miles, fitted heater, etc.; price £1,150 or near offer.—Wood Cottage, Mordon, near Malden, Essex, Tel. Latchford 330. [C4980]

**1950** Mark V 3½-litre saloon, immaculate condition, one owner, 27,000 miles only!!! examination; bargain, £695.—A.Z. Motors, Palmerton Rd., N.W.1. Mai. 4723. [C1011]

**1953** Jaguar Mark VII saloon, radio, heater, etc., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [C2028]

**1938** Jaguar 3½-litre saloon, metallic grey, red leather, engine recently overhauled, S.S. immaculate, fully guaranteed; bargain, £265.—Silverthorn Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4017]

**JAGUAR 3½-litre saloon**, 1947 model, finished in green with green leather upholstery, fitted heater, radio, Caldwell engine heater and battery charging unit, an extremely good motor car, one owner from new; £380.

**JAMES WINDSOR & SON (MANFIELD), Ltd.**, 194 Nottingham Rd., Tel. Mansfield 2401-2. [C4969]

**JAGUAR** 2½-litre saloon, 1937, black with beige leather, P100 head lamps, two owners from new, much money has recently been lavished on this car; £305.—The Hindhead Motor Works, Ltd., Hindhead, Surrey, Tel. Hindhead 665. [C2061]

**1953** Jaguar Mk. VII saloon, black/brown, radio loose covers, thick mats, Ace Rimbellishers, mileage 6,000, condition entirely as new; £1,395.—H. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C4026]

**TANKARD & SMITH, Ltd.**, offer 1948 Jaguar 1½-litre saloon, black with green leather, heater, very nice condition; £455—three months' written guarantee.—184/186, King's Rd., Chelsea, London, S.W.3. [C4026]

**1939** Jaguar 3½-litre saloon de luxe, original black/red leather, in absolutely specimen condition, American radio, mirror, spoils, complete original tool kit, instruction manual, licensed Dec. £225.—Garry Lawrence, She. 3567. [C6008]

**£525!!!**—We guarantee this is the finest Jaguar 3½-litre de luxe saloon on offer; bodwork and chassis as new, interior leather spotted, first registered late 1948, scarcely used, speedometer reads 14,000; whole vehicle in magnificent condition.—Below.

**£444**—1947 Jaguar 1½-litre saloon de luxe, excellent throughout; choice of three; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 9400 (East Finchley Underground). [C2052]

**C-TYPE** racing competition 2-seater, late 1953, meticulously maintained 3 carburetors, Panhard rod, all ready for season capable of 150 m.p.h. without a new.—Chippstead Motors Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052-7253-7154. [C1046]

**XXX** 1948 series Jaguar 3½-litre saloon, just fitted works replacement engine at cost of £150, due to frost damage, heater, twin spare lamps, finished black with immaculate coachwork inside and out, most carefully used one-owner car; terms, exchanges; written guarantee.—H. F. Edwards, 28-30 Upper High St., Epsom, Surrey, Tel. Epsom 9400. [C3001]

**OFFERS** wanted for 1951 Jaguar XK120, this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout; colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., must be seen and tried to be fully appreciated; part exchange enquiries welcome.—G. P. Morley, Ltd., 54 Streatham Hill, S.W.2. Tel. 4488. [C3016]

**XXX** V 3½-litre saloon; this really immaculate one-owner car is finished in suede green with chromium bright fittings and green leather upholstery, it is very fully equipped, has a delightful performance and is a car which we can thoroughly recommend, written guarantee; £725; terms, exchanges.—H. F. Edwards, 300, Great Portland St., London, W.1. Tel. Langham 0012. [C2065]

**1951** (reg.) Jaguar SS100, 3½-litre, rebuilt completely by Jaguar dealer with works reconditioned engine, gear box, back axle, all chassis parts new or reconditioned and re-registered February, 1951; bodywork just overhauled and recellulosed black and red, new hood and tonneau cover fitted; high C.T. back axle 3.8, many spares, including c.w.p., cylinder head, half shafts, carb. fuel tank, etc., well used, new racing Dunlops; £500.—Maurice, 69-71, High St., West. [C2052]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**COOMBS & SONS (GUILDFORD), Ltd.**  
URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R]

**SAUL & SLATTER, Ltd.**, 44-46, Aldermans Hill, N.13.

**MAIN** dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R]

**MARK VII '53** wanted, must be low mileage and in perfect condition.—Box 4563. [9537]

**BARTLETT** will pay more for good Jaguars.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

**MARSTON MOTOR CO., Ltd.**, for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0130/R]

**PERFORMANCE CARS** urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W3041]

**LONDON CARS** urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wadlow 2643. [W2057]

**JAGUAR Mk. V** required; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 556. [9078]

**Jaguar Spares and Service**

**HENLY'S, Ltd.**

**ENGLAND'S Largest Jaguar Service Station.**

**GREAT West Rd., Brentford. (Ealing 3477.)**

**SPARES and replacement engines for all models from 1938.**

**ND at Manchester, Chester Hill Rd., Deansgate 6216-7.**

**QUICK completion of repairs.** [0563/R]

**SAUL & SLATTER, Ltd.**, 44-46, Aldermans Hill, N.13.

**FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, Palmers Green 3631-2-3.** [E4002/R]

**KJ MOTORS, Ltd.**—Spares, reconditioned units.

**KJ Girling, Radiomobiles agents.—Bromley, Rav. 5456.** [0967]

**PERLESS MOTORS, Ltd.**, main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. [0430/R]

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Full repair and spares service available.

**321, Romford Rd., Forest Gate, E.7. Maryland 4818.** [0435/R]

**LEONARD WILLIAMS & Co. (1940), Ltd.**, offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528/R]

**LANCASHIRE** specialised sales, repair and spares parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0591/R]

**WEMBLEY COURT MOTORS SERVICE STATION.**—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [0719/R]

**JEEP**

**JEEPS**, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0830/R]

**1952** (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 6345. [0619]

**JEEPS**—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

**MOTORCRAFT GARAGES, Station Approach, Gun-bersbury, W.4. Chiswick 3013/0621.** [0241/R]

**N120** buys a special bargain.—See Metamot, famous for 12 conversions.—96B, Belize Lane, N.W.3. Hampstead 8231. [0527/R]

**JEEPS!!!**—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Auto-work, Ltd., Winchester. Tel. Winchester 4634. [C1010]

**REBUILT Jeeps** (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C3066]

**UNIVERSAL CAR DISTRIBUTORS (LONDON).**—Lid.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—131-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6950. [0335/R]

**Jeeps Wanted**

**WANTED**, good Jeep.—Thompson, 9, Beresford Drive, Southport. Tel. 88155. [9014]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash price for Jeep.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Jeep Spares and Service**

**JEEP Service Station** overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 30, Cadogan Lane, London, S.W.1. St. Anne 5785. 4732, 4733. [C3066]

**JENSEN**

**BROOKLANDS:** Individually, new and used cars.

**NEW JENSEN Interceptor** for early delivery; particulars available on "541."

**BUY or sell your car with confidence.**

**103, New Bond St., London, W.1. Mayfair 8351-6.** [C1028]

**JOWETT**

**H. M. BENTLEY & PARTNERS, Ltd.**, offer:—

**1953** (December) Javelin standard saloon, 400 miles; £796

**9 Albemarle St., London, W.1. Tel. Grosvenor 5551.** [C1018]

## JOWETT

**WELBECK MOTORS, Ltd.**, for Jowetts.

**A SELECTION from our stock:—**

**1953** Series III Javelin de luxe, turquoise blue, beige hide, 5,000 miles, identical to new, these almost-new latest-type Javelins de luxe are now very rare and difficult to find, price £785; another in black with H.M.V. radio, similar mileage, £775; another in black with Ace Rimbellishers, similar mileage, £785.

**1953** Jupiter Mark IA, ivory, radio, 10,000 miles; £750.

**1952** Jupiter Mark I, red, new Series III engine; £650.

**1952** Jupiter Mark I, copper replacement engine; £620.

**OUR** Jupiter prices might be a little higher than elsewhere, but the cars are in superb condition with faultless hoods, tyres and paintwork.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St Station). Welbeck 3991 (6 lines). Far the largest Jowett agents in the country. [C4049]

**DICKS.**

**1950** Jowett Javelin de luxe saloon, fitted latest type engine; £495

**DICKS CAR SALES, Ltd.**, 385/401, High Rd., Kilburn, Maida Vale 6886-9. [C1072]

## GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

## CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

**1953** Javelin, 400 miles; £795.

**1953** Javelin de luxe saloon, 3,800 miles, turquoise blue, fitted Ace Rimbellishers and loose covers; £775.

**1953** Javelin de luxe saloon, 5,000 miles, fitted H.M.V. radio; £775.

**1949** Javelin de luxe saloon, choice of two, finished in turquoise blue and fitted modified crankshaft; £450.

**WE** wish to purchase good used Javelin and Jupiter cars.

**CLARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. C Brookwood 2201.** [C1049]

**MAIDSTONE ENGINEERING Co.**

**1950** Javelin saloon, most beautifully finished in black with fawn interior and fitted new loose covers, excellent tyres, fitted heater, a most beautiful example; £450.

**CROSS ST. Pendleton, Salford, 6 Manchester, Pen. 5457.** [C3000]

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—

**1954** Jowett Jupiter Mark Ia, ivory; £1,028/4/2.

**1949** Jowett Javelin de luxe saloon, reconditioned engine; £424.

**1952** (Feb. 2nd) Jowett Javelin standard saloon, one owner, low mileage, heater, highly recommended; £525.

**1952** (Oct.) Jowett Bradford de luxe Utility, one owner, 12,000 miles, like new; £375.

**AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).** [C4004]

**1951** Javelin saloon, beige, good condition, 20,000 miles; £485.—Box 4672. [9850]

**1951** Javelin de luxe saloon, metallic grey, mileage under 20,000, one owner, radio, screen washers, taxed year; £575.—Below.

**1952** Javelin standard saloon, black, Series III engine, loose covers, one owner, taxed year; £595.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [9942]

**GODFREYS, Ltd.**, Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

**GODFREYS, Ltd.**, 223, 234, London Rd., Croydon. Cro. 3641-2; 308, 310, Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R]

## JOWETT

**JOWETT Jupiter 1953** (Nov., 1952) convertible, Con-naught green, excellent condition; £595.—Dorking Motor Co., Ltd., Dorking 2256. [C1083]

**1952** Jowett Javelin, black, red leather; £625.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

**£585**—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp in thoroughly good all round condition. [C1083]

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. [C1070]

**1952** Jupiter, modified series III specification, bronze, red leather, spot-lights condition, new tyres, offers around £575.—Box 4396. [8796]

**1949** Javelin, recent £160 overhaul, Series III engine; £495.—Richards & Carr, 35, Kinder-ton St., London, S.W.1. Sloane 5424. [C3045]

**1950** Javelin de luxe saloon, one owner, superb condition; £500.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

**JOWETT Javelin 1950** de luxe saloon, just fitted with Series III engine, taxed; £525.—Kenneth T. Green, Motor Engineer, Drummond Rd., Skegness, Tel. 523. [9418]

**1953** (May) Jowett Javelin de luxe saloon, metallic grey and red leather, many extras, 3,482 miles; £798.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [9586]

**1953** not taxed or used this year; £735; exchange considered.—34, Bentinck Ave., Blackpool, S. Tel. 41980. [9579]

**1951** series Jowett Javelin saloon de luxe, one owner, maroon, excellent condition £515.—R. & Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

**1952** (Nov.) Series III (PE) Javelin de luxe, metallic grey and red leather, 18,000 miles, under-sealed, extras, faultless condition; man. director's personal car; £660 o.n.o. [9476]

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors. Tel. Horley 17

**ROSE & YOUNG, Ltd.**—1952 Javelin de luxe saloon, exceptional condition; £595.—65/67, Stern-hold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

**1950** (Dec.) Jowett Javelin de luxe saloon, radio, heater, twin spot lights, 19,000 miles, excellently maintained, grey red leather; £495 or more offer.—Estate Office, Bignell Park, Bicester, Tel. 92. [8763]

**1953** Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4498. [C3016]

**Jowett Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Jowett.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PRIVATELY** owned Javelin.—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**JAVELIN and Jupiter wanted.**—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**TOP** price paid for Jowett or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**Jowett Spares and Service**

**WILLIAM ARNOLD, Ltd.**

**JOWETT distributors.**

**COMPREHENSIVE** stock of spares; sales, service.—Upper Brook St., Manchester. 13. Ardwick 4361. [0517/R]

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors.

**COMPLETE** spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R]

**KINGSTON-ON-THAMES** Jowett distributors; all spares and replacement units available plus specialised service.

**G. W. WILKIN, Ltd.**, 1, Weston Park and 84, Eden St., Kin. 2241-2. [S4053/R]

**COLLIVER-FISHER, Ltd.**, unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R]

**BUNTINGS MOTOR EXCHANGE** offer unrivalled B service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R]

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R]

**LAGONDA**

**H. W. MOTORS, Ltd.**, offer:—

**1953** (late) Lagonda drop head coupe, finished grey with blue upholstery, fitted radio, Ace embellishers and many other extras; this car has covered only 4,000 miles and is indistinguishable from new; £1,950.

**1950** Lagonda drop head coupe, gunmetal grey; red leather, one owner, works maintained; £1,250.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [02042]

**LAGONDA 1933** IS saloon; £100 o.n.o.—Havant 397. [9555]

**DAVIES MOTORS, Ltd.** (managing director, J. E. Davies), 20 years service manager in Lagonda, Ltd.).

**1935** 4½-litre sports saloon, grey, red leather. [9555]

**1939** V12 sports saloon, Sanction II engine, excellent history.

**FURTHER** particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

**WE** shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

**DAVIES MOTORS, Ltd.**, 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAGONDA

11 Chigstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

BROOKLANDS Lagonda distributors, latest 1954 models on show and for demonstration.

1953 Lagonda, 1954 specification, 3-litre Tickford 4-seater drop head coupe. (C041/R)

1953 Lagonda 2.6 Mark II 4-door saloon.

1953 Lagonda 2.6 Mark II 4-seater coupe.

1952 Lagonda 2.6 Mark I saloon, 13,600 miles. Passed by makers.

THE above are guaranteed.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair B551-6. (C1029)

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars."

2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (C057)

1949 2½-litre fourseater coupe, maroon, beige leather and hood, radio heater 9000 miles; £1,800.—May 3051. (C0350)

LAGONDA 1951, 2-litre low chassis speed model, 4-seater, touring, original and excellent condition throughout; £195.—Liberty 2959. Business hours. (C0537)

LAGONDA V.12 (Dec., 1938) 4-light saloon by James Young, black, blue leather, outstanding car in immaculate condition throughout.—Holding, The Poplars, Stuart Rd., Ribblesdale, Preston 56195. (C0514)

ROSE & YOUNG, Ltd.—1950 Lagonda saloon, exceptional condition, one owner since new, excellent history at works, taxed; £395.—65/69, Starnfold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. (C0587)

2½-litre 1934 Lagonda pillarless saloon, speed 16-20, 24 galvanized chassis, this car is in splendid mechanical order, spares, not taxed or insured; £200, must sell, room wanted.—58 The Ridgeway, E.4, Sil. 3488 after 6.30 p.m. (C0540)

1938 Lagonda V12 saloon, black, grey leather, radio, engine rebored and overhauled 10,000 miles ago, excellent condition, chauffeur maintained; £650.—Estate Office, Crichel, Wimborne. Tel. Wiltshire 205 between 9 a.m. and 5 p.m. (C0561)

1937 Lagonda 4½-litre pillarless 4-door saloon model £245, finished bronze, new tyres, radio; this car is very exceptional in that £735 has been spent on overhaul at factory, for which bills are available; must be seen and tried to be fully appreciated; £445.—G. P. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C0316)

1939 Lagonda 4½-litre 6-cylinder short chassis sun saloon, black with red leather upholstery, fitted radio, l.f.s. (torsion bar); this beautiful car has only had two owners since new and has been maintained absolutely regardless of cost; the mechanical condition is excellent throughout and the appearance both inside and out immaculate; £325.—Henlys, Ltd., Henlys Corner, North Circular Rd., Finchley, London, N.W.11. Tel. Finchley 0081. (C0578)

## Lagonda Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lagondas.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3031)

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model.

273 London Rd., Staines, Tel. 4211 (5 lines). (S1080)

## LANCHESTER

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

TOM GARNER, Ltd., offer:

1953 Lanchester 14 saloon, blue with leather, 2,000 miles only; £1,155.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C0200)

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14 saloon, grey/red leather, 2,000 miles only, supplied new by us, screen washers, Ace Rimbellishers radiator muff, £1,035.—Fortsmouth Rd., Thames Ditton, Esherbrook 5551-3-3. (C0401)

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14hp saloon (1953), green, beige leather, low mileage; £995.

LANCHESTER 14hp saloon (1953), black, brown leather; £925.

LANCHESTER 10 saloon (Nov. 1946), grey, red leather; £575.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair) £404. Service by 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) (C0402)

1953 Lanchester 14hp saloon, 9,000 miles; £995.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus 6611. (C0203)

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2

LANCHESTER 10 1947, black with brown upholstery, over 4,700 spent on it during the year, 8,000 miles since rebore, new bearings, etc., radio and heater, all in nice condition; 395ms; offers definitely not accepted.—Tel. after 6 p.m., Thornton Heath 0469. (C0220)

## LANCHESTER

LANCHESTER 10 1954-5, reconditioned engine, new battery, etc.; £595 or best offer.—Rosemount, Romney Hill Maidstone 87643. (C0531)

£425.—Lanchester 10 1947 4-door saloon, fluid fly-wheel, presselector, excellent throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. (C1017)

1937 Lanchester 14 razor-edge saloon, good runner, fair condition for its year; bargain, £165.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C0401)

£225.—1938 Lanchester Roadster, immaculate black coachwork, excellent mechanical condition, new tyres; 3 months' guarantee; terms and exchanges.—Tudor 8073, Fitzroy 0295. (C0576)

125ms.—Lanchester 14 1938 Roadster de luxe saloon, sliding head, leather, presselector, l.f.s.; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C0418)

## Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. (W4037/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

LANCHESTER cars wanted in part exchange for new models; write or phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2144. (C0445)

## Lanchester Spares and Service

ARCO ENGINEERING, Ltd. Presselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7901. (C0257/R)

## LANGIA

MAIDSTONE ENGINEERING Co.

1937-8 Lancia Aprilia saloon, recently fitted works reconditioned engine and only covered small mileage since, recollapsible gunmetal, interior upholstered throughout in blue leather with carpets to match, fitted new battery, telehydraulics, in excellent condition throughout; £325.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C0300)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 Augusta open 4-seater, heater, unusually good condition; £235.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

£395.—Lancia Aprilia 1938 4-door saloon, excellent cellulose and body, good performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. (C1017)

1939 Lancia Aprilia, good condition, many extras; £330.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. (C0511)

LANCIA Astura fourseater drop head coupe, recent engine overhaul, also body repainted in aluminium at the cost of £400; ideal holiday car for towing caravan; car to be seen to be appreciated; £365.—Tel. Fremantle 8401. (C0356)

## Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Ray's Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

## Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory made spare parts available and supplied at short notice. For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) (C0320/R)

## LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 14hp saloon, fine car offered at attractive price of £695.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C0204)

HAROLD SIMONS, Ltd., offer:—

1949 Lea-Francis 2½-seater roadster, 22,000, spot-painting green, brown leather, 28mpg with a vivid performance; £545; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes trolley East Finchley Tube). Finchley 0952-55. (C0405)

## MAIDSTONE ENGINEERING Co.

1951 (March) 14hp Lea-Francis Sportsman's most beautifully finished in burgundy and black wines with fawn leather interior fitted heater, Rimbellishers, screenwashers, instruction books and complete set of all tools, this is a genuine one-owner car that has only covered a small mileage, open to any examination or trial; £750; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C0300)

CHARLES POLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties offer:—

1951 Lea-Francis 14hp saloon, black, beige leather, heater, screenwash, sun roof, one owner, 20,000 miles, guaranteed, £575.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6286. SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. (C0210)

## LEA-FRANCIS

A. E. PALMER offers 1950 14 estate cars, immediate delivery, see "Utility" column. Luton 4212. (B014)

1951 Lea-Francis 14 saloon, radio, heater, one owner, in excellent condition, £625.—Hall (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho), Hill 1044. (C0450)

1948 Lea-Francis 14hp, black, brown leather, fitted radio, excellent condition; £485.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

## Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park, Coventry, Tel. 62024-5-6. (C0352/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6286.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE YARD, off Elgin Avenue, W.9. Tel. Cunningsham 5936-7. (C0257/R)

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors East Glamorgan. Spas and service. (C065/R)

## LIMOUSINES

CAMDEN MOTORS offer the following limousines:—

ROLLS-ROYCE 20 25 limousine, 1934-5, previously owned by wealthy titled family, driven by Rolls-trained chauffeur, almost entirely original in condition, last Rolls-Royce overhaul 15,000 miles back; £395.

ROLLS-ROYCE 20 25 limousine, 1935, late registration car in black, face-forward occasional, winding division, discs, etc., taxed and used privately since new; £495.

ROLLS-ROYCE 20 25 limousines, earlier pre-war models, 1932-1935; from £195.

BUICK Pullman limousine, 1936, full 8-seater, quite new, in black, with widest occasional and heater, some with all-leather upholstery; from £495.

BUICK Pullman limousine, 1947 registration, right-hand drive, electric division, built-in radio, twin heaters, leather upholstery front and rear, director's personal town car, chauffeur driven and superbly maintained; £695.

AUSTIN Sheerline limousine, 1952, another one-off, extra, nominal mileage only; £1,050.

AUSTIN limousines and 7-seaters, several pre-war 18hp models; from £165.

ARMSTRONG SUDDLEY post-war limousines, 1951-2, 18hp with leather front and rear, widest occasional and all extras, choice of 3; from £845.

DAIMLER E.L.24 limousine, Windover 7-seater body, 1939, luxuriously equipped, ideal follow-on coach, widest occasional; £395.

DAIMLER E.L.24 limousine, 1946, runs well but interior shabby; £45.

CHRYSLER Royal 8-seater, 1940 delivery, steering column gears, rich leather upholstery, recent comprehensive overhaul; £395.

HILARY 21 Lim. Chassis, 1957, choice of 3, all with face-forward occasional and division; from £85.

HUMBER Pullman 1946-7 limousines, choice of 11 models, all in black, with widest occasional and heater, some with all-leather upholstery; from £495.

HUMBER Mark II, 1950 model, with division, face-forward occasional, all leather upholstery front and rear, built-in radio and heater, special bodywork by Mulliner; £745.

HUMBER Pullman Mark III limousine, 1951, maintained since new by Routes distributors, exceptional value; £1,045.

HUMBER Mark II Pullman limousine, late registration and delivery, 1949, privately owned by consulting engineer, coachwork and interior practically without blemish, genuine moderate total mileage, one of the best we have handled; £795.

CAMDEN MOTORS for limousines—the largest stock in the country, 65 in stock; call, write or tel. for free catalogue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2941. Open till 5 p.m. Mondays to Saturdays; open Good Friday and Easter Monday. (C1055)

1937 Buick Thrupp and Maberly, 7-passenger limousine, very good condition throughout, ideal hire car, £500.—Beardmore, 26, Queensway W.2, Bayswater 0136. (C1015)

1938 Austin 18 limousine, partition, forward occasional, black/brown leather, beautiful condition, perfect mechanically; £395.—Arc of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C0200)

A&S Limousines Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A&S Offer only selected first class condition Limousines (see classified advertisements) Austin Twenty, Buick Sheerline 7-seater, 1951/2 Hiacars, Twelve post-war Numbers, exceptional selection first class condition privately owned Rolls-Royce, 1935 Deluxe model, Packard, 1950 Wolseley, Detailed list despatched. Competitive prices. Aps & Saunders Limited, Providence Court, North Audley Street, Mayfair 2941. (C1016)

## LINCOLN

SIMPSON'S offer:

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) 545, High Rd., Wembley 6601/5925. (C0495)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**LINCOLN**  
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0747/R]

**LINCOLN-ZEPHYR**  
1937 Lincoln-Zephyr d/h cabriolet, guaranteed; £150; payments—Oldfield, 386, Kensington High St., W.14, Western 6631. [C3029]

**MERCEDES**  
**WORKING MOTORS (MAYBURY HILL), Ltd.**  
Working 1928 Mercedes distributors, offer:—  
1954 Mercedes 500 saloon, black and red, 2,000 miles only. [C4057]

**MERCEDES-BENZ**  
**MAIDSTONE ENGINEERING CO.**

1936 Mercedes-Benz type 500K supercharged sportsman's saloon right-hand drive, just reconditioned in duo grey with fawn leather interior, fitted all new tyres; the appearance of this car is most attractive, the paintwork is unblemished, the performance is truly amazing with a maximum of well over 100 mph; the car is taxed and ready for immediate use; £950; terms.  
CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**  
offer:—  
1938 Type 230, right-hand steering, black, green leather, in very good condition.—Victoria 8715-6 [C3013]

1954 Mercedes-Benz type 170 SD, diesel engine saloon, over 50 m.p.h., absolutely as new, 2,000 miles only, special offer—Ingis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26237. [9127]

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 5144. [4735]

**MERCUY**  
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0748/R]

**M.G.**  
W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600.  
W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

**PC**  
**PERFORMANCE CARS.**

THE biggest and best guaranteed selection of sports cars in the country.  
LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of four T.C.s; 1949, £245; 1948, £395; 1947, £365; 1949 1500 conversion, £395.

CHOICE of three V.A.s; 1939, £325; 1938, £275; 1939 T.A. Tickford coupe, £295.

CHOICE of two P.B.s; 1936 4-seater, £245; 1936 2-seater, £195; choice of two P.A.s 1935, £175; 1934 £155.

CHOICE of two J2s; 1934, £145; 1933, £105; 1934 K2 Magnette, £175; 1936 N.A. 4-str., £195.

CHOICE of three V.A.s; 1939 saloon, £295; 1938 4-seater, £245; 1937 saloon, £245.

CHOICE of three 2-litres; 1938 coupe, £195; 1937 saloon, £225; 1937 saloon, £195; 1939 2.6 saloon, £225.

IMMEDIATE hire purchase, insurance and part exchange; many others in stock; see under "Sports Cars."

**PERFORMANCE CARS**, Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]

**RAYMOND WAY**,  
RAYMOND WAY of Kilburn.

**RAYMOND WAY**, the Hire-Purchase specialists.

1939 M.C. V.A. 12hp 1½-litre saloon, mechanically all far above the average, coachwork repainted, interior renovated, very fast and economical; 295ms.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £250 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**GATEHOUSE** offer:—

1951 M.G. 1½-litre saloon, maroon and red, one owner, 13,000 miles, as new; £695—Gatehouse Motors, Ltd., Highgate Village London, N.6, Tel. Mountview 4444. [C2021]

**TOULMIN MOTORS**  
J2 1933, green, reconditioned engine.  
PA 1934, Cambridge blue, spotless.

TD 1932, red, bored out unit, special steering, genuine 13,000.  
TD 1933, grey, genuine 7,000, many extras.

N 1934, 4-str. red, "banger"; £75.  
343 Staines Rd., Hounslow, Tel. Hou. 2238 and 3456. [9404]

**B. J. HUNTER, Ltd.**, offer:—  
1952 M.G. T.D. sports 3-seater, enthusiast owned, numerous extra extras, positive unmarked; £375.  
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2 Tel. Gladstone 6303. [W2040]

**M.G.**  
**OVERSEAS CARS, Ltd.**, offer:—

1951 (November) M.G. 1½-litre saloon, maroon, one owner; £645.  
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Kensington 7475. [C3031]

**GLANFIELD LAWRENCE** offer:—  
1948 (October) M.G. T.C. black with beige leather, 20,000 miles, very good, magnificent condition throughout; £435.—407, High Rd., N.12, Finchley 0081. [C2053]

**CHARLES RICKARDS, Ltd.**, offer:—  
1953 (March) M.G. T.D. 2-seater, finished grey with red leather, total mileage since new 5,300, faultlessly maintained by one careful owner, taxed for year; £655.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.  
56 Bayswater Rd., W.2 (next door Lancaster Gate 1820, Tube Stn. 5 mins. from Marble Arch). [C3050]

1953 M.G. T.D. 2-seater, 5,000 miles; £675.  
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Bus 6611. [C2023]

**PARADE MOTORS (MITCHAM), Ltd.**, offer:—  
M.G. T.C. black, fitted oversize wheels all round, many extras; £365.

1946 M.G. T.C. black and green, special body; £355.  
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

**JACK ROSE, Ltd.** (M.G. agents and stockists), offer:—  
1953 M.G. T.D. in cream with green hide, one-owner car, 2,000-odd miles, in new condition throughout; £650.

1951 (October) M.G. T.D. in black with green hide, low mileage, fitted detachable hard top, radio and many other extras, enthusiast's car; £585.—Stafford Rd., Wallington, Surrey, Wallington 5677. [C3056]

1951 M.G. 1½ saloon, radio, 23,000 miles; £605.—Middlesex Motors, Harrow 0022. [9362]

1951 1½-litre M.G. saloon, black with red upholstery, 20,000 miles, one owner; £635.  
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 1951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). [C4046]

**BEARTE of Kingston, M.G. specialists**, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5348. [0082/R]

**UNIVERSITY MOTORS, Ltd.**, guarantee cars always available.—80, Piccadilly, W.1, Grosvenor 4141. [0396/R]

1939 T.A. M.G. in genuinely outstanding condition; £275—Kirkdale cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6123. [C3068]

M.G. 1949 1½-litre saloon black, beige upholstery, a coachbuilt family saloon with superb performance; £495.—Hillwood Motors, Mill Hill 4232. [9601]

1953 (March) T.D. M.G. 4,000 miles, red, immaculate condition; £635.—Myalls, Malda Vale 2683. [9618]

1949 M.G. TC, comprehensively overhauled; £425.—Hillingdon Motors, 325, Long Lane, Hillingdon, Tel. Uxbridge 858-9. [C2082]

M.G. TD, red, July '53, under 5,000 miles, excellent condition, well maintained; £625.—Calton, 4, De Beauvoir Court, N.1. [9970]

1953 (June) T.D. M.G., green, 8,500 miles, impeccable showroom condition; owner using 4/6s, hence sale; £575.—Tel. Hornchurch 2906. [9385]

1951 M.G. 18/80 speed model, open 4-seater, bargain—Bray Motors, 183-184 West End Lane, N.W.6, Hampstead 6410. [01024]

£265—M.G. T.A. type 1938 sports open 2-str., excellent cellulose, new hood, good performance; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50yds Holland Park Tube, Exchange 5712, [C1017]

1947 M.G. T.C., black, well typed, smart, sound car, deliver anywhere in Great Britain; £375.—The County Garage, Lancaster Rd., Morecambe, Tel. 307. [9471]

**CASSIDY MOTOR MART**—1951 M.G. 1½-litre saloon, black, red hide, heater, unblemished; £645; written guarantee; terms and exchanges.—5, Warren St., W.1, Euston 3523. [C1040]

545ms.—M.G. Midget, September 1951 T.D. 2-seater, Cambridge blue, fawn leather, Marshall supercharger, oil coil, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

465ms.—M.G. Midget, December 1949 1½hp T.C. 2-seater, Cambridge blue, fawn leather, very carefully used; terms, exchanges.—Rowland Smith, below.

365ms.—M.G. Midget, 1947 1½hp T.C. 2-seater, excellent condition; terms, exchanges.—Rowland Smith, below.

175ms.—M.G. Midget, 1934 8hp P Airline coupe, sliding head, leather, rheopneustics, very good condition; terms, exchanges; bid; open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1949 M.G. T.C., black/red leather, exceptional, A.A.R.C. inspection, numerous extras; sell; £425, or part exchange saloon up to 16hp.—Melville, Hertford, Hexham, Northumberland. [9381]

**G&M ALFRED (1956), Ltd.**, formerly Guy Alfreds.—1948 M.G. T.C., radio, twin spot lights, many extras, new hood and side screens, superb order; £395.—6-7, Warren St., W.1, Euston 3268. [C1005]

1950 (Sept.) 1½ saloon, black, red upholstery with covers, perfect condition, one owner/driver, under 10,000 although regularly used, only reason disposal posting abroad; £625 or offer.—Hine, R.A.F., Brampton, Huntingdon 641. [9544]

**MAYFAIR GARAGES, Ltd.**, 1947 T.C. sports 2-seater, black, beige leather, carefully maintained, very smart car with excellent performance, guaranteed; £385.—Balderton St. (opp. Selfridges clock), Mayfair, W.1, Mayfair 3104-5. [C3009]

**M.G.**  
1953 M.G. T.D., 7,000 miles only, red, red leather, one owner; £645.

**RIFCO, Ltd.** (M.G.s Purchased), 16, Albemarle St., London, W.1, Hyde Park 2952-3-4. [C3052]

1953 M.G. T.D., metallic grey, many extras, twin shock absorbers, high axis ratio, perfect condition, recent works overhaul; £635 o.n.o.—Brimmore, 4, Beresford Park, Sunderland, Tel. 5589. [9551]

**ROSE & YOUNG, Ltd.**—1952 M.G. T.D. low mileage, fitted several extras, immaculate condition, British racing arena; £535.—65-69, St. John's Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6464. [C3057]

**TANKARD & SMITH, Ltd.**, offer 1937 M.G. 1½-litre saloon, green with beige leather, exceptional condition for year; £325; 3 months' written guarantee.—194/196, King's Rd., Chelsea, London, S.W.3, Fiamman 4801. [C4026]

**SOUTPORT**—1953 (June) M.G. T.D. genuine works Mark II, black/red, one owner, immaculate throughout, spare unused, 6,000 miles, cost nearly £850; accept £695 or exchange for Minor and difference.—Lifes, West St., Tel. 3774. [9490]

£245—M.G. 2-litre sports saloon, magnificent chassis, speedometer reads 22,000, whole vehicle in small-mileage condition and irreplaceable; hire purchase, choice also two others; 3 months guarantee. [C3056]

**LAMBS OF WOOD GREEN, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12, Finchley 8221, (East Finchley Underground). [C3056]

**XXX** 1947 M.G. T.C. 2-seater, a quite exceptional, and immaculate example, finished in red and chromium with silver wheels and maroon leather upholstery, one of the most outstanding examples we have had, thoroughly recommended and offered with written guarantee; £398, terms, exchanges.—H. F. Edwards, 200 Great Portland St., London, W.1. [C3003]

**M.G. Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3, Ham. 6041. [W6018/R]

**SLOCOMBES, Ltd.**  
We urgently require M.G.s of all models since 1933.—Dudder Hill Lane Willemsden, N.W.10, Willemsden 4869 Nearest Underground Dollis Hill Stn. [W4017]

**REQUIRED**, good used M.G.s—O. Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 113. [W3200]

**MAYFAIR GARAGES, Ltd.**, top cash prices, top M.G.s.—Balderton St., W.1, Mayfair 3104. [0696/P]

**RICHARDS & CARR** buy low mileage M.G.s.—35, Kinnerton St., London, S.W.1, Sloane 5424. [W3045]

**BARTLETT** will pay more for good M.G. saloons.—27a, Pembridge Villas, W.11, Bayswater 0523. [W1013]

**POST-WAR M.G.s**, T types required.—Roos Motors, Ltd., Regent St., Hinkley, Leics, Tel. Hinkley 558. [7014]

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]

**THE CAR MART, Ltd.**, London, wish to purchase M.G. cars.—362, Streatham High Rd., S.W.16, Streatham 0054. [0966/R]

**C.N.K. MOTORS** require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—553, Finchley Rd., N.W.3, Hampstead 5712. [W1052]

**URGENTLY required**, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [7773]

**M.G. Spares and Service**  
**TOULMIN MOTORS.**

**SPECIALIZE** in M.G. and M.C. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L and A. Magnette exchange service, dynamos, starters, crankshafts, valves, guides, springs and gasket sets with full range of M.G. spares always available, we specialize in racing spares; write or tel.

**TOULMIN MOTORS**, 345, Staines Rd., Hounslow, Middlesex, Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R]

**PERFORMANCE CARS**—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041/R]

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1, Gro. 4141. [0504/R]

**V. W. DERRINGTON, Ltd.**, for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and 11, Laysall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. [81071]

**M.G. Spares**, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.13, Liberty 3083. [0435/R]

**MORGAN**  
**MORGAN Plus 4** 2-seater, red, new, unlicensed; £735.—Silver Street Motors, Taunton 3060. [9143]

49/51 Morgan 4/4 2-str.; cash.—Hunter, 45, Maresfield Rd., Tottenham, London, N.17, Tot. 8283. [C4040]

1949 Morgan 4/4 coupe, blue, 20,000 miles only, perfect condition; £385.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C4040]

1952 Morgan Plus 4 occasional 4-seater, 12,250 miles, many special features, 80mph, 30mpg, 12½ same setting, no competitors use, one owner, taxed year; £585—cost £935.—Tel. Bampton (Devon) 195 evenings. [9554]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Morgan Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## SLOOMBER, Ltd.

**W** We urgently require Morgans of all models since 1935. Nearest Hill Lane, Willenden, N.W.10. Willenden 4869. Nearest Underground Dollis Hill stn. [W4017]

**XXX** H. F. Edwards offer immediate cash for good Morgan cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

## Morgan Spares and Service

**M** MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Hey, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0614/R]

**M** MORGANS.—All available spares in stock.—F. R. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing W.5. Ealing 0570. [0728/R]

## MORRIS MINOR

## ROUNDOABOUT offer:—

**1950** Morris Minor saloon, 13,000 miles only, one very careful owner; £435. [C3058]

**ROUNDOABOUT GARAGE**, Western Ave., Greenford, Middlesex. Wuxlow 1071-5. [C3058]

## E.L.M. AUTOMOBILES offer:—

**1951** (July) Minor 2-door saloon, green, one owner, 14,000 miles, spare unused, excellent example; £465.—E.L.M. Automobiles, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4625. [C3067]

## AUTOMOBILIA, Ltd., offer:—

**1950** (Nov. 1949) Morris Minor four-door convertible coupe, colour grey, beige interior, many extras including heater, screen washers, special alloy head, plastic hood, exceptional condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking, Surrey, S991. [C1089]

## C.M.I. CAR SALES (Pri. 6623) offer:—

**1950** Morris Minor 2-door saloon, green, very nice condition; £425. [C3058]

**THREE MONTHS** guarantee; terms: list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051]

## WANSTEAD MOTORS, Ltd., offer:—

**1953** Morris Minor 2-door saloon, heater, leather, green; £395. [C4042]

**WANSTEAD MOTORS**, Ltd., 648, Eastern Ave., Ilford, Valentine 1155-6-7. [C4042]

**1949** (Nov.) tourer, black; £365.—Value Cars, East Sheen, Prospect 7520. [C3068]

**A** CLAND & TABOR, Ltd., Welwyn By-pass, Herts, Welwyn 481-2-3, offer:—

**1950** Morris Minor tourer, 2-door, finished black, good condition throughout; £375. [C1001]

**1952** Morris Minor 4-door saloon, one owner, superb condition; £520.—Beloe. [C3058]

**1951** Morris Minor saloon, grey, superb order; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

**TWIN** carburettor, high compression, high axle ratio, 75 m.p.h., 45 i.p.g. converted Morris Minors, black, red interior, 4-door saloon, choice of two, complete with conversion; £435. [C3058]

**1953** grey, red interior, 2-door saloon, radio, demisters, twin horns, very low mileage; £425.—LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [9106]

**MORRIS** Minor, 1952, export extras, 10,300 miles, black and red, as new, £500.—Sio, 1769. [9590]

**1949** (July) Morris Minor 2-door saloon, total mileage 27,000, excellent order throughout; £420. [C420]

**L** YNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.3. Mountview 4801. [C3058]

**1952** Morris Minor, black saloon, 13,000 miles; £470.—Saunders, Wensell Rd., Rivington, Cardiff. [9462]

**MORRIS** Minor saloon, black, 1950, immaculate condition, beige upholstery, taxed June; £435.—Kingston 0640. [C4018]

**1951** Morris Minor tourer; £435.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 358-9. [C2062]

**1952** Morris Minor convertible, 6,080 miles, perfect condition, black, one owner; £480.—Whitwell, 114, Stricklandgate, Kendal. [9559]

**£465**—1950 Morris Minor saloon, beige, recorded mileage, 30,000; fitted foglamp; in excellent condition throughout. [C4018]

**D** ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

**525** gns.—Morris Minor, 1953, series II 4-door saloon, small mileage, very carefully used, almost new, terms, exchanges.—Rowland Smith, below. [C4018]

**465** gns.—Morris Minor, 1952 tourer, pastel green, lawn upholstery, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below. [C4018]

**415** gns.—Morris Minor, late 1949 saloon, maroon, carefully used; terms, exchanges.—Rowland Smith, below. [C4018]

**375** gns.—Morris Minor, October 1949, tourer, one owner, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**MORRIS** Minor convertible, 1951, excellent condition, heater, grey; £440.—Major Hayward, 51, Shortheath Rd., Farnham, Surrey. Tel. evenings Farnham 6795. [9444]

**MORRIS** Minor 2-door saloon, first registered 1950, beige, low mileage, privately used, specimen condition; £425.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023]

**DECEMBER** 1952 Minor convertible, 10,000 miles only!!! Positively as new, loose covers, etc., unmarked throughout; bargain £495.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**2000** miles only.—1953 (Nov.) Morris Minor 4-door saloon; £645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tube station). Temple Bar 3588. [C1027]

## MORRIS MINOR

**PRIDE & CLARKE**, Ltd., 1952 Morris Minor saloon, Thames blue/beige, low mileage, heater, £499. 1951 green/beige, black/beige, choice 3, from £429; 1952 convertibles, grey/beige, grey/red, choice 3, from £449; 1951 green/beige, black/red, choice 3, from £439; 1949 grey/beige, covers, choice 2, from £349; 3 months' guarantee; terms, exchanges; lists.—156, Stockwell Rd., S.W.3. Brixton 6251. [C3068]

## Morris Minor Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**RICHARDS & CARR** buy Morris Minor.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045]

**M** MINOR saloon, 1951-4, distance no object.—24, Northway, Maghull, Liverpool. Maghull 456. [9522]

**T** OP price paid for Minor or similar type car: trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**P** RIVATELY owned Morris Minor 4-door saloon de luxe, recent model, low mileage.—Robinson Hill Cottage, Enborne, Newbury. Newbury 1226. [9542]

**C** ASH waiting for low mileage 1953 or 54 saloon; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [8031]

**1953** 1954, new or small mileage 2- or 4-door saloons urgently wanted, cash paid on sight.—61, Park Ave., Seaburn, Sunderland. Collected where. [8961]

## MORRIS EIGHT

## DICKS.

**1950** Morris 8 coupe, exceptionally well maintained; £395. [C3058]

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6985-9. [C1072]

**SLOOMBER**, Ltd., offer:—

**S** ERIES E, choice of two saloons, £245 and £265, both in nice order and appearance. [C3058]

**E** XCHANGES cars or motor cycles; terms and A.A. or R.A.C. inspection welcomed.—Sloombes, Ltd., 30-32, Dudden Hill Lane, Willenden, N.W.10. Willenden 4869. 2 minutes Dollis Hill Underground station. [C4017]

## RAYMOND WAY.

## RAYMOND WAY of Kilburn.

**R** AYMOND WAY, the Hire-Purchase specialists. [C4017]

**1936** Morris 8 2-seater, really exceptional, fitted with host of extras, cellulose as new, reconditioned engine just installed, completely rewired, new battery and tyres; 179gns. [C4017]

**H** IRE Purchase or guarantee; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4017]

**R** AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**H** ENDON CENTRAL GARAGE, Ltd., offer:—

**1947** Morris 8 saloon, recently fitted new engine, immaculate condition throughout; £315.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

**S** G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

**1939** series E 4-door de luxe saloon, superb condition; £265. [C3058]

**1939** series E 4-seater tourer, outstanding condition; £225. [C3058]

**1938** 2-door de luxe saloon, choice of 4, all perfect condition; £135. [C3058]

**1937** 2-door de luxe saloon, choice of 2; £165. [C3058]

**E** VERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchange. [C4063]

**S** G.A. MOTORS, Morris 8 Specialists, 14, Atherton St., Meads, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd. Tube), Western 3206. [C4063]

**365** gns.—Morris 8, November 1948, 4-door saloon, leather, carefully used; terms, exchanges.—Rowland Smith, below. [C4018]

**95** gns.—Morris 8, 1935, saloon, black, green leather, outside luggage boot, choice of 6 Morris 8s; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1938** Morris 8 saloon, spot lamp, demister, good tyres; £190.—Richards & Carr, 35, Kinnerton St., London S.W.1. Sloane 5424. [C3045]

**1938** 4-door Morris 8, one owner, taxed year, £195.—E. L. Mendel, Ltd., 55, Gt. Portland St., W.1. Langham 2261-2. [C3067]

**£145**—1937 Morris 8 saloon, excellent condition; bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Balham 1107-8-9. [C3024]

**1948** Morris 8 series E 4-door saloon, black, brown leather, one owner, exceptional; £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

**1939** Morris 8 series E 2-door saloon, black, sliding roof, 2 remould tyres just fitted, can be seen 20th to 23rd April inclusive (9 a.m. to 5 p.m.), at 14, Westcote Road, Reading. Best offer accepted. [9475]

**R** OYS offer 1940 Morris 8 open 4-seater series E, fitted with many extras, recon. engine and fully equipped; £235; also 1937, really exceptional, £155; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

## Morris Eight Cars Wanted

**P** RIVATELY owned Morris 8.—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2027]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS TEN

**£195** 1939 series M Morris 10 saloon, cash.—Northern Motors of Harrow, 180-194, Friar Rd., Harrow 4444. [C3025]

**1948** Morris 10 saloon; £395.—L. P. Dove, Ltd., 111/115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076]

**£195**—1937 Morris 10 de luxe saloon, reconditioned engine and above average condition throughout; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**£365**—1947 Morris 10 de luxe saloon, two owners, two owners, black, brown hide, equal to new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2081]

**345** gns.—Morris 10 1948 de luxe saloon, sliding front head, leather, one owner, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1939** Morris 10 saloon, one owner from new, bored engine; £245, or £485 deposit, balance 18 months; exchanges, insurance; 50 cars always in stock under cover, write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071]

## Morris Ten Cars Wanted

**W** WHY accept less for your Morris 10 saloon, 1946-1948, when you can get its full market value from? [C4071]

**FERRARIS CF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W1008]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS TWELVE

**1939** model Morris 12 saloon, quite a bargain; £215.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

## MORRIS OXFORD

**1951** Morris Oxford, one owner, perfect; £325. [C4019]

**SCOTT CAR** 347, Finchley Rd., London, N.W.3. [C4019]

**1953** Morris Oxford saloon, one owner, as new; £635 3 months' guarantee; terms and exchanges. [C4019]

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. [C4024]

**1954** Oxford, heater, extras, 2,000 miles only; £675.—Pickett, Harold Rd., Margate, Thanet 20401. [9516]

**1952** Morris Oxford saloon, one owner, exceptional condition; £375.—Dolsons Ltd. (Morris Agents), Slaines Rd. [C4019]

**1951** Morris Oxford, black, splendidly maintained; £515.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

**1954** Oxford de luxe, loose covers and other extras, 900 miles; £735.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

**1950** Morris Oxford, black, red leather, 54,000 miles, heater, excellent condition all round; must sell; £465.—Tel. King. Vic. 0096 9-5.30 week-days. [C4019]

**1951** Oxford 4-door, beige, 17,000 miles, one owner, sport model, r.h.d., heater, condition excellent throughout new battery; £540 o.n.c.—Bras of Motors, Crat 603. [9439]

**1952** Morris Oxford saloon, 11,000 miles; £395.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tube station). Temple Bar 3588. [C1027]

**1954** brand new Oxford saloons, immediate delivery from stock, choice of colours; price £783 7/8 ex works.—Roker Park Garages, Roker Baths Rd., Sunderland, Tel. 4996. [9433]

**1953** Morris Oxford, green, leather upholstery, 750 miles, indistinguishable from new, 1954 extras, taxed December; sacrifice at £675.—Bouldin, Hambleden, Bucks. Tel. 201. [9171]

**465** gns.—Morris Oxford, 1951 saloon, leather, one owner, very good condition; choice of 3 Oxford; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**PRIDE & CLARKE**, Ltd., 1953 Morris Oxford saloon, black/red, 5,000 miles, heater, one owner, £649; 1950 black/brown (heater), green, green, choice 2 from £395; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.3. Brixton 6251. [C3068]

## Morris Oxford Cars Wanted

**G** OOD Oxford wanted; immediate cash.—Lib 1604 or V. 86. [W3048]

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## MORRIS SIX

**N** EWNHAMS, Ltd. [C3024]

**1950** Morris Six saloon, one owner, excellent condition; £435. [C3024]

**N** EWNHAM Works, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

**A** UTOBOMILE & AIRCRAFT SERVICES, Ltd. [C3024]

**1950** Morris Six, one owner; £450. [C3024]

**M** ARLBOROUGH Works, Kenion, Tel. Wordsworth 7905 (5 lines). [C1026]

**1950** Morris Six saloon, 24,000 miles, one owner, excellent; £450.—Tickford, Ltd., Tem Bar 3338. [C4029]

**645** gns.—Morris Six, 1953 model saloon, birch grey, leather, heater, one owner, almost new condition, cost over £1,000; terms, exchanges.—Rowland Smith, below. [C4018]

**395** gns.—Morris Six, November 1949 saloon, leather, radio, heater, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS SIX

**MORRIS SIX 1950**, in fine mechanical condition. Coachwork unmarked, radio and heater; £475. Hillwood Motors, Mill Hill 2322. (13699)

**1951** Morris Six saloon, grey with beige leather and heater, very exceptional car, beautiful condition throughout; £495.—Pantiles Service Garage, London Rd., Guildford 5526. (C9085)

## Morris Six Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**MORRIS 8 or 10hp cars wanted**—£2, Rodmarton Mews, W.1. (W2066)

**MARSTON MOTOR Co.** for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (W2066)

**THE CAR MART, Ltd.**, London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. (W1717/R)

**XXX H. F. Edwards** offer immediate cash for good Morris cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

## Morris Spares and Service

**KINGSTON-ON-THAMES** Morris agents and specialists—**W. WILKIN, Ltd.**, 1, Weston Park, and 84, Eden St. Kin. 2241-2. (S4053/R)

**MORRIS** genuine spares and specialist service in the West End. **S. MORRIS & Co.**, Cleveland Garage, Cleveland St. Tel. Mus. 1932. (S4042/R)

**MORRIS**, the official stockists, for spares, service and repairs. **TEL. Lankester Engineering Co. Ltd.**, 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. (0917/R)

**FOR** Morris service consult Morris specialists.—**W. T. Mason & Co.**, 2, Lay St., Ilford (Tel. Ilford 0961). (0471)

**LARGEST** and quickest spares service in the South of England.—**Hewens Garages, Ltd.**, Reading. Tel. 4436. (C0206)

## NASH

**SIMPSON'S** offer:—

**RHD 1951** Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage. **SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3. (C4015)

## OLDSMOBILE

**SIMPSON'S** offer:—

**1951** Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles. **1947** Oldsmobile, 4-door, colour green, moderate mileage. **1947** Oldsmobile, 4-door, radio and heater, colour light brown. **SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3. (C4015)

**CAR MART, Ltd.**

**1947** Oldsmobile 27hp saloon; £675.—**Car Mart, Ltd.**, 150, Park Lane, W.1. Grosvenor 3434. (C1039)

**DISTRIBUTORS (RAWLENCE), Ltd.**—Sales, service and spares.—Blindley Heath, nr. Linsfield, Surrey. Tel. 330-1. (0217/R)

**1949** chauffeur driven drop head Oldsmobile for sale privately, immaculate condition; nearest offer £1,000.—Write Box 4617. (9435)

**OLDSMOBILE** magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235, hire purchase and part exchanges. **JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. (C1036)

**98** Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black.—**Joe Thompson (Motors), Ltd.**, 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—**Lex Garages, Ltd.**, 2, Lexington St., W.1. (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 8626-7). (0576/R)

## Oldsmobile Cars Wanted

**OLDSMOBILE** main dealers

**LEX GARAGES, Ltd.**, are interested to buy recent model Oldsmobile cars. **LEX GARAGES, Ltd.**, 2, Lexington St., W.1. Gerrard 8600. (0687/R)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Oldsmobile buyers.—Wembley 8691/3903. (W4015/R)

**WANTED**, late 1952/53 drop head Oldsmobile, must be in perfect condition.—Write Box 4618. (9436)

**DISTRIBUTORS (RAWLENCE), Ltd.**, Blindley Heath, nr. Linsfield, Surrey. Tel. 330-1. Will buy post-and-pre-war models at good prices. (0113/R)

## OPEL

**1953** r.h.d. Kapitän, 8,000, immaculate; terms, exch. £1,000, opportunity.—**Tarrant & Fraser**, 10, Winchester Mews, N.W.3. Primrose 6159. (9410)

**MAYNOR MOTORS, Ltd.**—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. (0546/R)

**125 cc.** Opel Cadet 1937 saloon, maroon, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube)**, Hampstead 6041. (C4018)

## Opel Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Opel Spares and Service

**LANCASHIRE**, Cheshire and North Wales distributors for sales, service and spares. **FREEMAN, Ltd.**, Grosvener Garage, Burnage Lane, Manchester, 19. (0513/R)

**PRIDE & CLARKE, Ltd.**, Opel spares stockists; quotations by return.—159, Stockwell Rd., S.W.5. Brixton 6251. (10067/R)

**REPAIRS**, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9.5; mudguards, spares.—**Tarrant & Fraser, Ltd.**, 10, Winchester Mews, N.W.3. Primrose 2647. (0240)

## PACKARD

**SIMPSON'S** offer:—

**1951/2** Packard 4-door Ultramatic, all extras, colour black. **SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3. (C4015)

**LEONARD WILLIAMS & Co. Ltd.**, Packard sole concessionaires, offer:—

**1953** Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 5,000 miles only, one owner; £2,795. **1953** Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered, price £2,050.—**Leonard Williams & Co. Ltd.**, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (6990)

**CYRIL WILLIAMS MOTORS, Ltd.**, offer:—

**RHD 1947** (Nov.) Packard 4-door sedan in excellent condition, including heater and radio, 40,000 miles; £795. **17**, Cleveland St., Wolverhampton. Tel. 24171-2. (9354)

**1951** Packard, hydromatic, radio and heater, 13,000 miles, black. **1953** Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue. **1939** Packard 6-cylinder, black, £550; also drop head coupe.—**Joe Thompson (Motors), Ltd.**, 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**1938** Packard saloon, colour black, fair condition; £135.—**John Whalley, Ltd.**, London. Rd. Bishop's Stortford. Tel. 181/2. (C4051)

**1939** Packard 30 saloon, guaranteed; £225; payments.—**Oldfield**, 386, Kensington High St., W.14. Western 6631. (C3029)

**FIRST** registered November, 1935, Packard limousine, face forward occasional, exceptionally well maintained and in very good condition throughout; £285.—**Jacquier, Ltd.**, 225-7, Hammersmith Rd., W.6. Riverside 6877-8. (C2045)

**G&M ALFREDS (1936), Ltd.**, formerly Guy Alfreds—1939 Packard Super 8, main-tained by concessionaires, outstanding condition; 1936 Packard Club saloon, superb order.—5-7, Warren St., W.1. Euston 3268. (C1005)

**8-PASSENGER**, 1947, Clipper Saloon, widest forward occasional, lavishly equipped, reasonable mileage, spacious boot, ideal condition touring, £765. **LIMOUSINE**, 1939, (Deluxe £1,935 model), Super-32hp, black, forward occasional, immaculate condition carriage, £495. Selection from £275, certified mechanically, ready service. **Alpe & Saunders, Ltd.**, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Packard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**LEONARD WILLIAMS & Co. (1940), Ltd.**, Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Packard buyers.—Wembley 8691/3903. (W4015/R)

**JOE THOMPSON (MOTORS), Ltd.**, require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. (W4028)

## Packard Spares and Service

**JOE THOMPSON (MOTORS), Ltd.**, Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**LEONARD WILLIAMS & Co. (1940), Ltd.**, Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0469/R)

## PLYMOUTH

**1950** Plymouth, very fine specimen; £695.—**Bells Service Garages**, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

## PONTIAC

**METCALFE & MUNDY, Ltd.**

**PONTIAC**, November, 1950, special convertible, one owner, immaculate green cellulose, power operated hood, new tyres and hood, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.5. Frenchie 5471. (C9064)

**1949** Pontiac Fleetleader sedanette de luxe, 6-cyl., l.h.d., first registered July 1951, radio, heater, windshield washers, undercoating, nylon seat covers, 4 new tyres (spare unused), new battery, regularly serviced by main distributor and in first-class running order; £675.—Box 4578. (9387)

## Pontiac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers.—Wembley 8691/3903. (W4015/R)

## Pontiac Spares and Service

**FOR** Pontiac spares and Pontiac service.

**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 752-4. (0617/R)

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts.

## PORSCHE

**A.F.N., Ltd.**

**SOLE** concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (C2015)

**COLBOURN GARAGE, Ltd.**, Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. (0629/R)

**REQUIRED**, good used Porsche.—**Edwards, Amenbury Lane, Harpenden, Herts.** Harpenden 118. (W2000)

## RACING CARS

**COOPER'S GARAGE (SURREY), Ltd.**, at Surbiton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. (0821/R)

**PERFORMANCE CARS** racing section.—**Lotus 1953** Ford-engined competition 2-seater, £525; Arnott Mark 1 Formula III single-seater, less engine, £165; B.M.W. Veritas comp. 2-seater, 1949, £575; Cooper Lea-Francis 1,500cc comp. 2-seater, 1953, £595; Aston Martin Elite Horsall 2-litre Supermodel, £595; Fraser Nash Midge, 1952, £1,850. See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 8841. (C5041)

## RAILTON

**ELITE MOTORS** offer:—

**1939** Railton 17hp sports saloon, grey with grey leather, twin horns, spot light and radio, excellent example of this popular model, yours for £22 deposit, cash price £245. **ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). (C2005)

**A-ONE MOTORS (LONDON), Ltd.**, offer:—

**1937** Railton tourer, also selection of coupes and saloons; spares, reconditioned engines. Gate Gallery 0129. Vandyle 5181. (0954)

**1937** Railton Cobham de luxe, in black and cream with leather interior, good tyres; £155.—**Automo**, Hampstead 3430. (0954)

**£265**—1937 8-cylinder foursome drop head coupe, new hood (Vandyke), new battery, good tyres, etc., wonderful performance, 7,100 head lamps.—**Lawton-Goodman**, 135, Cricklewood Broadway, N.W.2. (C2028)

## Railton Cars Wanted

**REQUIRED**, good used Railton.—**G. Edwards, Amenbury Lane, Harpenden, Herts.** Harpenden 118. (W2000)

**THOMSON & TAYLOR (BROOKLANDS), Ltd.**, purchase good Railton cars, 1937-9.—**Fortsmouth Rd.**, Cobham Surrey. Cobham 2948. (0650)

## RENAULT

**RENAULT** cars, spare parts, repairs and service.—**Renault, Ltd.**, Western Ave., Acton, W.3. Acton 4656. (0421/R)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A. Welwyn 481/2/3, offer:—

**1954** (March) Renault Fregate, 400 miles only, 4-door, 6-seater saloon, independently sprung, 4 wheels, overdrive giving over 80 miles per hour and 30 miles to the gallon, right-hand steering, screen washers, twin spotlamps, heater, finished black and grey, white wall tyres; a unique opportunity to obtain one of these superb motor cars under list price; offers invited. (C1001)

**WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1875**, purchase all models.

**750** saloons de luxe, choice of 4, 1952 to 1954; from £475. **1939** 17.9 saloon 6-str., black; £195. **1938** 12hp drop head coupe, dicky; £195. (C4070)

**1951** Renault 750cc saloon, one owner, 21,000 miles only, excellent condition throughout; £245. **JOHN WILSON AUTOS, Ltd.**, Sanderstead Rd., South Croydon. Sanderstead 4260. (C4055)

**To clear**, 1939 12 drop head, £85; and 1934 12 saloon, £65.—**A.Z. Motors**, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

**1950** Renault 780 saloon, metallic grey, 10,000 miles only; £460.—**H. A. Saunders, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. (C4013)

**ARCHIE SIMONS & Co., Ltd.**—1953 Renault 750 de luxe saloon, windscreen washers, spotlight, one owner, 5,000 miles; £495.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)

**CASS'S MOTOR MART**—1952 Renault 750cc de luxe saloon, blue, genuine 8,000 miles; £495; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 3523. (C1040)

## Renault Cars Wanted

**RICHARDS & CARR** buy used Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3046)

**MAYFAIR GARAGES, Ltd.**, top cash price for Renaults.—**Balderton St.**, W.1. Mayfair 3104. (0416)

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. (W4070/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Renault Spares and Service

**GLANFIELD LAWRENCE**, 2-10 City Rd. Cardiff, Renault distributors.—**East Glamorgan**—spares and service.—Tel. 2033. (0911/R)

## RILEY

**PC PERFORMANCE CARS**—Good selection of guaranteed Rileys. We select from our stock of price cars.

**RILEY 16/4 Continental touring saloon**, 1950, £345; **RILEY 16/4 Kestrel saloon**, 1938, £345. **RILEY 1½-litre Lyma tourer**, 1936, £235; **RILEY 9 Monoco saloon**, manual box, 1939, £275. **RILEY 1½-litre Adelphi saloon**, 1937, £245; **RILEY 1½-litre Kestrel saloon**, 1938, £225. **RILEY 9 Kestrel saloon**, 1935, £185; **RILEY 9 Gamecock 2-seater**, 1935, £145. **IMMEDIATE** hire purchase, insurance and part exchanges; see also under "Sports Cars." **PERFORMANCE CARS**, Great West Rd., Brentford, Middx. Ealing 8841. (C3041)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## COACHCRAFT offer:—

**RILEY** Kestrel Blue Streak Pig Four 55mph sports saloon, 1936-9, an outstanding example of this rare model, literally as brand new inside, bodywork entirely undamaged and most beautifully preserved; following work carried out in 1953:—re-severed, crank reground, new valve and guides, new timing chain, new clutch assembly, reconditioned gear box, new diff. assembly (4 to 1 ratio), new shackles pins and steering joints, new battery, 4 new tyres, will comfortably outperform post-war 2½, and simply cannot be faulted in any respect by the most exacting purchaser, complete with original instruction books and maintenance schedules, a unique car in every way; £295; 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. (C1053)

**B. J. HUNTER, Ltd., offer:—**

**1947** Riley 1½-litre saloon, fine order throughout; £495.  
**R. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2.** Tel. Gladstone 6303. (C1034)

**TOM GARNER, Ltd., offer:—**

**1953** Riley 1½-litre saloon, black with brown leather, heater, radio; £1,045.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester 2.** Blackfriars 9265-6-7. (C1020)

**H. BEART & Co., Ltd., offer:—**

**1952** Riley 1½-litre saloon, black with red upholstery, the property one fastidious owner, and like brand new throughout; this car has to be seen to be believed. £875.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1061)

**HAROLD SIMONS, Ltd., offer:—**

**1946** Riley 1½ saloon, black, red leather, twin spotlights, very good appearance and mechanical condition; £495.—Below

**1948** (November) Riley 1½ saloon, heater, twin spotlights, immaculate appearance, first-class engine; £625; trade enquiries welcomed; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N. (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. (C1065)

**GUY SALMON AUTOMOBILES offer:—**

**1954** Riley 1½-litre saloon, 5,000 miles only. Radiomobile, quite as new, cost new £1,270; offered at £1,125.

**1954** Riley 1½-litre saloon, 700 miles, black and olive green lower half, with beige upholstery; £1,135.

**1952-3** Riley 2½-litre saloon, 14,000 miles from new, green and beige leather, one owner, unmarked condition; £965.

**1948** (October) Riley 2½-litre saloon, black, green leather, heater; £545.—Portsmouth Rd., Thames Ditton, Emsbrock 5551-2-3. (C1001)

**THE RILEY CENTRE (GORDON & GLYNN).**

ENGLAND'S largest dealers specialising exclusively in Rileys offer the following selection from stock:—

**£275**—1937-38 1½-litre Kestrel sports saloon, an excellent specimen, black with red leather, new carpets, etc., an elegant car; £245.

**1936** 1½-litre Merlin estate car in absolutely superlative condition throughout, the ideal all-purpose vehicle, taxed year.

**£195**—1936 1½-litre Adelphi saloon, in good order throughout, a fine family car with good performance and economical.

**£195**—1935 1½-litre Falcon sports saloon, re-cellulosed in 2-tone grey, a fine looking car in excellent mechanical order.

**£195**—1934 9hp Lynx 4-seater sports tourer, a little beauty in every way, excellent hood and side screens, tyres, etc.

**£145**—1934 9hp Lincoln 4-seater coupe with sun roof, a really good example which we highly recommend.

**£135**—1934 9hp Monaco saloon, an excellent runner, and of smart appearance, preselector, etc.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop checked, backed by our three months' specialists guarantee and full after sales service; open every weekday from 9.30 a.m. to 6 p.m.

**THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1.** (15 minutes Sloane Square Tube). Sloane 6326-426. (C1069)

**H. A. SAUNDERS, Ltd., Golders Green, offer:—**

**1954** Riley 1½-litre, black/green, heater; £1,205/5/10.  
**AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11.** Speedwell 0011 (10 lines). (C1004)

**RONALD KENT (COACHBUILDERS), Ltd., offer:—**

**1952** 2½-litre low mileage Silver Streak Riley, many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. 58a, 2231. (B549)

**CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—**  
(new) 1½-litre; see special announcement under "New Cars." 1952, 2½ saloon Silver Streak, green leather, 18,000 miles; £975.

**1952** (February) 2½ saloon, black, green leather, H.M.V. radio, extension speaker; £955.  
(April) 1½-litre saloon, 12,000 miles, black with brown leather; £925.

**1951** (April) 2½-litre saloon, black with red leather; £795.  
(November) 1½-litre saloon, black with beige leather, heater; £695.

**1950** (Sloane Sq., S.W.1. Tel. Sloane 4727. (C1046)

**1948** Riley 1½-litre l.h.d., perfect condition; £485, o.n.o.—Evenings Bexleyheath 8220. (9975)

**1946** 1½-litre Riley, modified to 1950, immaculate, 36,000m.; £495.—Cro. 4616. (9739)

**£225**—Riley 12 Adelphi 1957, very clean condition, inside and out, smooth engine with high oil pressure.—Tel. Emsbrock 4955. (9621)

**SUSSEX specialists for Riley cars and spares.—Cafyns Ltd., Lewes 1221. Successors to Lewes Motors, Ltd.**

**BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston, Kingston 3348. (1007/R)**

**645** gns.—Riley 1950 2½-litre sports saloon, wood-land green, green leather, small mileage, exceptional terms, exchanges.—Rowland Smith, below.

**525** gns.—Riley 1949 model 1½-litre sports saloon, maroon, excellent condition; terms, exchanges.—Rowland Smith, below.

**245** gns.—Riley 1938 model 1½-litre Falcon saloon, sliding head, leather, preselector, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hmpstead 6041. (C1016)

**RILEY 9**, open 2/4-seater, 1934, taxed, insured, manual gear box, good tyres, battery, etc.; £50.—3, Brockhurst Ave., Burbage, Leics. Tel. 598. (9548)

**1953** Riley 2½-litre saloon, heater, 2,500 miles, in new condition.—Green & Zoni, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 5325-6.

**MAYFAIR COUNTRY CARS.—1949 Riley 1½-litre saloon, superb condition; £595; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. (C1006)**

**RILEY 1½-litre 4-cyl. Lynx tourer, 1935, all-weather equipment, tonneau, suit enthusiast; £165, o.n.o.—J. D. Hurst, White Hart, Thrapston, Northants. Tel. 12. (9527)**

**1938** Riley 16/4 Continental saloon; outstanding example of this rare marque; bargain price £295!!—A.Z. Motors, 100, Palmerston Rd., N.W.6, Mal. 4725. (C1011)

**1952** (June) 2½-litre Riley saloon, black, heater, 21,000 miles, immaculate condition; £925.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N. 12 (Tally Ho), Hil. 1044. (9446)

**A.L. Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2146. (10446/R)**

**CAMDEN MOTORS for Rileys, 24 models in stock, from 1932, 1½- and 2½-litre models, at £795, down to earlier Kestrel 9 and 12hp models, at £95, including a 1939 Numfeld touring saloon at £245; write for free catalogue.**

**CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. (C1035)**

**RILEY 2½-litre 1951, 25,000 miles, Bugatti blue colour, in excellent condition, chauffeur kept, new tyres front, new batteries, an excellent car, any trial, any distance; at the bargain price of £650.—Contact Coplands, Ltd., Confectioners, 34, Hallgate, Doncaster. (9536)**

**£265**—1937 Riley 1½-litre saloon, a most modern looking 4-light body with large boot and enclosed spare wheel, black with brown leather, cream B.W. wheels, preselector gear box; this car is in very good condition, and being an aluminium body has no rust; the obvious car for a connoisseur of pre-war quality at reasonable price.—Bitter Motors, Ltd., 121, Barking Rd., E.6. Grangeview 4514. (9606)

**Riley Cars Wanted**  
**R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)**

**EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. (W3006)**

**YORKSHIRE.—The Riley Buyers, Bakers of Oakwood, Leeds 8. Tel. 58256/7. (10094/R)**

**RILEY 2½-litre, low mileage, must be perfect, private.—Box 4562. (9336)**

**POST-WAR Rileys wanted.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. 539. (9401)**

**C.N.K. MOTORS want clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)**

**BLAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool 1. Tel. Royal 6522. (7735)**

**CLARKE & SIMPSON require only immaculate post-war models.—49, Sloane Sq., S.W.1. Sloane 4727. (W1046)**

**PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Tel. 8841. (W5041)**

**THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16, Streatham 0054. (0989/R)**

**URGENTLY required 1946-53 Riley 1½-litre saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (12738)**

**COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester 3. Bla. 3322. (14655)**

**RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zoni, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 5325-6. (W2028)**

**Riley Spares and Service**  
**HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. (10246/R)**

**AROT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (10268/R)**

**J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carriers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (10992/R)**

**SPECIALIZED Riley dynamo starter magneto repair and replacement service; old units bought.—Ace Ignition, Ltd., 80 Dudden Hill Lane, Willesden, N.W.10. Wil. 5492. (9419)**

**RILEY distributors for 28 years.—Comprehensive list of spares quotation and advice invited; send your engine for complete overhaul by specialists.—Riley Agencies, Ltd., High St., Leamington Spa, Tel. 67. (6622)**

**ROLLS-ROYCE****C****M****CAR MART, Ltd**

**1939** Rolls-Royce Wraith 7-str. limousine; £1,395.

**1937** Rolls-Royce Phantom III H. J. Mulliner 4-light razor-edge sports saloon; £1,195.  
**CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)**

**RIPRON.****RIPRON.****RIPRON BROS., Ltd.**

THE leading Northern Rolls-Royce and Bentley specialists.  
HAVE very fine selection of post-war Rolls-Royce and Bentley cars.

**RIPRON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (10905/R)**

**VINTAGE AUTOS.**

THE pre-war Rolls-Royce specialists.

**22000** miles only, Rolls PI limousine by Barker superb carriage was the Olympia Show model, and cost £3,500; the interior is as brand new and the last word in luxury; all parts including radiator, etc., were re-chromed by Messrs. Rolls-Royce who have serviced this car since new; complete with original tools, excellent tyres, original paintwork, 15 mpg and only £185.

WE also have a good selection of 20hp models (choice of four), 25hp models (choice of three), P1s (choice of four).

**66**, London Rd., Tooting. Tel. Mitcham 3951. (C4039)

**PB Ltd., offer:**

**1938** 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition.

**1932** 20 25hp Rolls-Royce, fitted recently with good-looking utility body, painted fawn with natural wood, fawn leather upholstery.

**1930** 20/25 owner-driver saloon, chassis completely overhauled recently, black and grey, grey leather.

**PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. (C5033)**

**H. R. OWEN, Ltd.,**

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

**1951** H. J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,500.

**1949** Gurney touring sedan, coupe, black with beige hide, 11,000 miles; £3,750.

**1949** James Young sports saloon, black with blue hide, 45,000 miles; £3,500.

**1949** Hooper touring limousine, black with brown hide, 39,000 miles; £3,250.

**1939** Gurney Nutting P. III saloon grey and maroon; £1,350.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.,**

**17**, Berkeley St., London, W.1. Tel. Mayfair 9060. (C5032)

**B. J. HUNTER, Ltd., offer:—**

**1933** Rolls-Royce 25hp saloon, very fine order throughout; £425.  
**B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C1030)**

**TAYLOR & CRAWLEY offer:—**

**1939** Rolls-Royce (DL) Phantom III overdrive with fully razor-edged sports saloon by H. J. Mulliner, electric division, radio, heater, genuine 22,000 miles, absolutely immaculate; £1,895.

**1937** Rolls-Royce Phantom III semi razor-edged sports saloon with luggage trunk by Barker, disappearing division, genuine 10,000 miles only, chance to buy such a car will never occur again; £1,575.

**HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (C4036)**

**NORTHBROOK MOTOR SALES.**

**40000** miles only—1938 GZR series Rolls-Royce, the last and best 25/30 sports saloon, with boat, front seats fold flat to form double bed, black with brown hide, really immaculate, genuine low mileage car; £1,125.

**NORTHBROOK MOTOR SALES, 28, Brook Mews, North, Paddington, W.2. Pad. 2403. Bentley and Rolls-Royce specialist repairs; cars bought for cash, sales and service. (19489)**

**MASCOT MOTORS, Ltd., offer:—**

**1938** 30hp Arthur Mulliner semi-razor edge sports saloon with division; £1,550.

**1938** 30hp H. J. Mulliner sedan, 47,000 miles, £975.

**1936** 25hp Gurney sedan; £750.

**1935** 25hp Gurney Nutting fixed head foursome coupe; £750.

**1935** 25hp Tickford 4-light openable saloon; £650.

**1934** 25hp Park Ward sports saloon, choice of 5; £650.

**1934** 40-50hp H. J. Mulliner sports saloon with division; £600.

**1933** 25hp Thrupp & Maberly 6-light saloon; £450.

**1932** 25hp Freestone & Webb sports saloon; £500.

**1930** 25hp Park Ward drop head foursome coupe; £350.

**AND several others with various types of coachwork.**

**237**—243, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C5007)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**JACK BARCLAY, Ltd.,**  
EXCLUSIVELY for Rolls-Royce and Bentley.  
LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list; open until 8 p.m.  
EXAMPLE: 1939 Wraith saloon with division by H. J. Mulliner; painted black and upholstered in grey leather; 63,000 miles; price £1,575.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Mayfair. (C1032)

**K NIGHTBROOK MOTORS, Ltd.,**  
1937 (January delivery) 25/30 Martin Walter Wingham drop head tourer, very well maintained; £835.  
3 Roberts Mews, Londondale Place, Belgrave Square, S.W.1. Sloane 4068. (C2063)

**SWANMORE GARAGE, Ltd., offer:—**  
1937 Rolls-Royce Ph. III by Gurney Nutting, recent complete gainer's overhaul costing £800; £1,375.  
1937 Rolls-Royce Ph. III by H. J. Mulliner, solid tappets, very attractive; £1,175.

1935 Rolls-Royce 40/25 saloon by Gurney Nutting, quite exceptional condition; £765.  
1934 Rolls-Royce Ph. II Continental 4-door Park Ward saloon; £595.

1931 Rolls-Royce 20/25 saloon, fitted replica body 1938; £675.  
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43344-43345. (C4034)

**CHIPSTEAD MOTORS, Ltd., offer:—**  
25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres; £425.  
25hp late 1933 2-door special sports coupe, sliding roof, director's car, one other owner, 70,000 miles confirmed, very fast, specimen.

**CHIFFIELD ROAD MOTORS, Ltd.,** 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1076)

**DUNCAN HAMILTON & Co., offer:—**  
ROLLS-ROYCE 25hp 4-light saloon, body by Park Ward, exterior finished black, brown leather to front, West of England cloth to rear, fitted with cigar lighters, concealed lighting, powder compact, note-books, silver-topped bottles, etc., picnic tables, total mileage 68,000 only, complete history to date, most modern appearance and unrepeatable car of distinction; the whole car in magnificent condition both inside and outside, and can be classified as unblemished throughout; we have never had a car like this in stock before; offered at £285.—35, High Rd., Byfleet, Surrey. Byfleet 3101-2, day and night. (C1091)

**JACK OLDING & CO. (MOTORS), Ltd.,**  
OFFICIAL Rolls-Royce and Bentley retailers, offer new cars for early delivery:—  
SILVER Wraith 7-seater limousine by Hooper, automatic gearbox.  
SILVER Wraith touring limousine with electric division, automatic gearbox.  
SILVER Dawn with special Freestone & Webb coachwork, automatic gearbox.  
SILVER Dawn standard saloon, synchromesh gearbox.

**AUDLEY House, North Audley St., W.1. Mayfair 5242.** (C3030)

**HENDON CENTRAL GARAGE, Ltd., offer:—**  
1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 3009. (C2034)

**ROLLS-ROYCE razor-edge saloon, 7 seats f.f. (1951 replica Wraith); £1,050.  
ROLLS-ROYCE countryman saloon, bed, boot (1954 replica); £1,500.  
ROLLS-ROYCE Phantom III, Continental coupe, large boot, ex-Embassy, registered Feb. 1953; £1,150.  
ROLLS 20hp, 1936 saloon body fitted; £200.**

**ROLLS 25hp 1931 limousine; £180.  
ROLLS 20hp touring saloon; £200.  
SPARES, bodies, etc.; exchanges.**

**JOHNSON, 26, Egerton Rd., Fallowfield, Manchester, 14. Rusholme 3009.** (9607)

**HAMILTON MOTORS (BIRKENHEAD, CHESHIRE), Ltd., offer:—**  
1948 (registered 12/9/47) owner-driver saloon by Hooper, electric division, electrically operated windows, numerous luxurious fittings which include radio, cocktail cabinet and concealed tables, has been maintained regardless of expense, full history available, mileage 40,000 miles, unmarked throughout, finished in jewel tones, french grey, and mediterranean blue, exhibition model, probably the smartest of its type in the country; £2,950.

**HAMILTON MOTORS (BIRKENHEAD, CHESHIRE), Ltd.,** 46-48, Hamilton St., Birkenhead. Tel. Birkenhead 4960, 1493/1494. (9364)

**CHARLES FOLLETT, Ltd.,** officially appointed Rolls-Royce & Bentley retailers and repairers, offer:—  
1947 Rolls-Royce Silver Wraith owner-driver sal. by Park Ward, black, 49,000 miles, excellent condition throughout.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 3366.

**SERVICE: Works & Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936-7-8.** (C2010)

**1933 25hp Windover coupe-coupled sports saloon with boot; £465.  
1933 Continental Phantom II Barker owner-driver saloon with boot, extremely pretty car; £285; terms & exchanges.**

**R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604.** (C3017)

## ROLLS-ROYCE

**A & S** display first class condition privately owned Limousines (certified mechanically—ready service).  
LIMOUSINE 1933/25hp, partition, Windover, forward occasional, black, carefully maintained. £425.  
LIMOUSINE 1933/50hp, Hooper, partitioned Deluxe Coachwork, forward occasional, privately owned, genuine mileage 44,000, desirable condition throughout. £1,195.

**9280** miles Phantom III (Series BT, registered 1946). Park Ward partitioned black Limousine, forward occasional, unblemished, (detailed history available), unrepeatable opportunity.  
WRAITH Limousine 1939/50hp, partitioned Deluxe Hooper Coachwork, widest occasional, black, speedometer reading 50,000, history available, outstanding condition. £1,200.

**ALPE & SAUNDERS LIMITED** Seven Passenger Rolls-Royce Specialists, Providence Court, North Audley Street, Mayfair—2941.

**1932** Rolls-Royce 25, 5-seater saloon; £325.—John Gray, 50, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

**ROLLS-ROYCE 1935 25hp, owner driver saloon, excellent history, immaculate; 69,500 miles.—Tel. Western 0628.**  
1933 Rolls-Royce 25hp Continental coupe, recent overhaul; £495.—Tuke, Church Farm, Wheelford, Fairford 392. (9567)

**PHANTOM III** sports saloon, without division, by Barker, modern appearance, 51,000 miles. (9515)  
HARLESSE, Rolls Selection of five complete with unused Coachwork. Written Guarantee. Attention Address.

**ALPE and SAUNDERS (COACHBUILDERS) Ltd.,** Head office, Henzies Enquiries, Station Approach, Kew Gardens, Richmond 1161. (9085)

**20/25** H. J. Mulliner sun saloon, excellent order; £375.—C. V. Rushmer, 39, Holland Park, W.11. Park 51. (C3062)

**FRANK DALE** offers 25/30hp Rolls-Royce sports saloon by Mayfair Carriage Co., G.U.L. series, large boot; £775.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7. (C1087)

**ROLLS-ROYCE limousine, 25-30, Windover Body, beautiful lines, immaculate condition throughout; £750.—Skinner, 10, Westbourne Crescent, W.2. Paddington 3357.** (9343)

**1936 20/25 (GBK) Windover swept tail limousine with boot, face forward occasional, leap, pearling division; £480.—45, Park Rd., Hampton Hill, Middx. Molesey 913.** (C4069)

**1937** Rolls-Royce Ph. III saloon, drop division, immaculate condition, recent £270 overhaul, solid tappets.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. (C3006)

**ROLLS-ROYCE 1936 20/25 sedan, all black, 40,000 miles, new clutch, brake linings, excellent condition; £750.—Alfred Hope & Co., Ltd., Darlington Yard, Wolverhampton, Tel. 20961.** (9428)

**ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burkyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644.** (9602)

**1936 20/25 sports saloon by Ransall black with brown leather, radio, discs, good condition, bargain.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 759.** (9131)

**1932 20/25 Rolls-Royce saloon, body by Hooper, in excellent condition, three new tyres and new batteries, black with brown leather upholstery; offers over £400.—Box 4616.** (9434)

**1937** Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. (C2043/1)

**1934 30/25 Barker touring limousine, swept tail, boot, electric coil heated recent equip, chrome, bores, radio, heater, windscreen washers, wind horns, etc., two owners, excellent condition; £650.—Box 4669.** (9513)

**1933** Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchanges; deferred terms.—Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C4035)

**1951 (May) magnificent Silver Wraith Rolls-Royce** latest modifications, large rear window, 2-speed wipers and sundry extras, colour scheme ivory and black, interior black leather with ivory piping; this car is in superlative condition and definitely equal to new and without question the smartest Rolls-Royce in the country; any inspection invited, guaranteed only 9,000 miles; bargain at £4,500 or would consider Bentley in exchange with cash adjustment.—For appointment to view write Mr. Jaggar, Falcon Works, Royton, Lancs. (9406)

**XXX** Quite exceptional 1937 (May) 25/30 Rolls-Royce, fitted with superb 4-door 4-window owner-driver sports saloon body with disappearing glass division, and incorporated rear locker by Messrs. Park Ward; it is most light and luxuriously equipped and has sliding roof, wheel discs, twin horns, pass lamp, etc., and is finished in black with chromium bright fittings and red leather upholstery, with carpets to tone; the registration book shows it to have had only two owners, the speedometer reading is 63,000, which we are given to understand is the genuine mileage and it has a most delightful performance; it must be seen to be appreciated; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 012. (62003)

## Rolls-Royce Cars Wanted

**C**  
**M**  
**THE CAR MART Ltd.—Official Retailers** wish to purchase Rolls-Royce cars.—Glooucester House, 150, Park Lane, W.1. Groverner 3434. (0970/R)

**J. MARSHALL.**  
**WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, in condition.**  
**J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369.** (0498/H)

## Rolls-Royce Cars Wanted

**PERFORMANCE** CABS urgently require Rolls-Royce. Great West Rd., Brentford, Middlesex. (W3041)

**ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rolls-Royce.**—Hamstead (Tube), N.W.3. Ham. 0041. (W3018/R)

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R)

**MASCO MOTORS, Ltd.,** are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbrooke 1231-2. (W3007)

**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (6203)

**A & S** urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair—2941. (W1006)

## Rolls-Royce Spares and Service

**JACK BARCLAY (SERVICE), Ltd.,**  
LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Faxman 2223. (W1062/R)

**CHARLES FOLLETT, Ltd.,** officially appointed retailers and repairers.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 3266.

**SPARE parts**  
**SERVICE:** Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (0614/R)

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (10064/R)

## ROVER 10

**BOON & PORTER, Ltd.,**  
1938 saloon, 7,000 since rebore, one owner; £250.—Castelnau, S.W.13 (By Hammersmith Bridge), Riverside 4444. (C1020)

**CAMDEN MOTOR'S** offer the following Rover 10:—  
1939 saloon, late property of elderly country clergyman who claims he has never driven the car over 40 m.p.h.; the whole car is in original condition, with all the original tools and complete with instruction manual, full kit of tools as supplied when car was new, also original logbook; exceptional value at £325.

**1939** saloon, fitted new set of Avon H.M. tyres, new battery, recent overhaul to gear box and back axle; £295.

**1937** 4-door saloon, nicely finished in grey with particularly good interior upholstery, runs very sweetly and fully equipped with twin Lucas pass-lights, twin chromed horns, Nuway protective mats, screen demister at rear.

**CAMDEN MOTORS, the Rover specialists,** Leighton C. Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. Write for catalogue. (C1055)

**1938 (Dec.) Rover 10hp saloon, black, in excellent order; £300.—S. H. Partridge & Co., Motor Agents, Brixham, Tel. 2551.** (9488)

**ROVER 10 1934 sports saloon, reconditioned engine, 4 good tyres, excellent condition; £160.—Gray, 33, Catterham Ave., Berkingside, Essex.** (9358)

**£185—1936** Rover 10 saloon, in exceptionally fine condition throughout, at bargain price; three months' guarantee, hire purchase, exchanges, log books, etc.—L. M. Lamb of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

## ROVER 12

**BRADSTOCK MOTORS, Ltd.,**  
£325—1937 Rover 12 saloon, finished in original duo-grey with blue leather upholstery, this car has had one owner from new, and the speedo reading is 33,000, which is undoubtedly genuine, an unrepeatable opportunity to acquire a genuine low mileage pre-war car.—Chase Rd., Epsom. Tel. 633. (C1090)

**HAROLD SIMONS, Ltd., offer:—**  
1947-8 Rover 12 sports saloon, sun roof, black, brown upholstery, spot light, immaculate appearance throughout, superb mechanical condition; £315; trade enquiries welcomed; 3 months' written guarantee, service after sale; exchanges; deferred terms.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-3. (9365)

**1940** model Rover 12 4-light sports, good order and presentable.—Dann, Cowden 3104. (8968)

**£290—1936** Rover 12 sports saloon, excellent condition; terms and exchanges.—Tudor 8073. (9377)

**Rover 12 saloon, green; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon.** Addiscombe 3066. (C1076)

**1947** Rover 12 sports tourer, grey/red, excellent, terms, exchanges; £495.—Cyril Sheppard of Reading, Sonning 2345. (9368)

**1946 (October) Rover 12hp saloon, new engine fitted by makers; £495.—Dunham & Haines, 46, Castle St., Luton 2100-1.** (C1079)

**1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £475; hire purchase and part exchanges.**  
**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441.** (C1036)

**395** gns.—Rover 12 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead. (C4018)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 12

**CAMDEN MOTORS** for Rovers.—12hp four-door sports, 1948, Feb. registration; one of the very full four-seater, post-war medium horsepower sports cars available, a very bright-looking car attractively finished in silver grey with blue leather interior and fitted tailored seat-covers, fog and passlights, etc., completely disappearing hood, capacious rear opening boot; £465. Full range of other Rover 12's, saloons and sports saloons, 1937-1947.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. Write for catalogue. (C1035)

## ROVER 11

**BOON & PORTER, Ltd.**  
1936 saloon, black, one owner, serviced by us, quite exceptional car; £150.—Castelnau, S.W.13 (By Hammersmith Bridge), Riverside 4444. (C1020)

**ROVER 14** sports saloon, '36, mechanically excellent; £180 o.n.o.—Welbeck 7966. (S970)

**CAMDEN MOTORS** for Rovers.—14hp saloon de luxe, 1947, fitted built-in heater, Regency seat covers and Lucas fan-thruster passlights; moderate total mileage, comprehensive overhaul last month; £485.

**CAMDEN MOTORS** for Rovers.—14hp saloon, 1939, six-light model similar to post-war series, one owner last 9 years, carefully used; £295; earlier pre-war models from £195.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. Write for catalogue. (C1035)

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6231. (East Finchley, U.S.D.) (C2065)

**ROYS** offer 1939 Rover 14 touring 6-light saloon, loose covers, excellent throughout, well maintained; £325; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 895. (C5059)

## ROVER 16

**ELM AUTOSALES** offer:—  
1937 Rover 16 saloon, mechanically perfect, coachwork as new, a beautiful quality car maintained in the true Rover tradition by a fastidious owner; £295.—Elm Autosales, 68, Hatfield Rd., Wimbeldon, S.W.19. Wimbeldon 4325. (C2067)

**RUSSELL MOTORS, Ltd.**, offer:—  
1946 Rover 16 sports saloon, 46,000 miles, one owner, black and brown leather; £485; any trial or examination. (C2060)

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

1947 Rover 16hp sports saloon, fitted radio and heater; £475.—Dunham & Haines, 46, Castle St., Luton 2100-1. (C1079)

**CASE'S MOTOR MART**.—1947 Rover 16 saloon, one owner; £295; written guarantee; test drive, exchanges.—5, Warren St., W.1. Euston 4110. (C1040)

1938 Rover 16 4-light sports saloon, a very fine sports example; £225 or £90 down.—Gray Motors, 180/184, West End Lane, N.W.6. Hampstead 667. (C1024)

1947 Rover 16 sports saloon, low mileage, one owner, really superb condition; £495.—Bruce France, 82, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

**CAMDEN MOTORS** for Rovers.—1939 16hp saloon, history as follows: mileage as authenticated by late owner 75,400, new engine (cost over £100), within last 1,600 miles and complete overhaul by makers less than 9,000 miles back (bills for a further £196 available), colour midnight blue with leather interior to match; on condition alone this Rover cannot fail to appeal to discerning purchaser, a little above our usual competitive price, but look what you are getting for your money. £355.

**CAMDEN MOTORS**, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. Write for catalogue. (C1035)

## ROVER (60, 75 and 90)

**WM WELBECK MOTORS** proudly offer:—

1954 (March) Rover 60, grey, blue leather, registers, but delivery mileage only, taxed, cost £1185, our price £1155.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). (C1049)

**MIDSTONE ENGINEERING Co.**

1949 Rover 75 P.3 saloon, finished in unblemished black with maroon leather interior, carpets to match fitted with H.M.V. push-button radio, heater, demister, twin chrome windtone horns, chrome centre pass lamp, the appearance of this car is immaculate, this is, of course, fitted with the new engine and independent front suspension which gives a most excellent performance with absolute silence and a remarkable petrol economy of 30mpg at normal cruising speeds; the car is taxed and ready for immediate use; £650; terms.

**CROSS ST.**, Pendleton, Salford, 6, Manchester, Pen. 5457. (C3000)

**RUSSELL MOTORS, Ltd.**, offer:—

1948 (October) Rover 75 4-light sports saloon, black and grey leather, one owner; any trial or examination. (C2060)

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

**WARWICK WRIGHT, Ltd.**, offer:—

1953 Rover 75 saloon, black, 6,000 miles; £1,125.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C0495)

## ROVER (60, 75 and 90)

**GUY SALMON AUTOMOBILES** offer:—

1954 Rover 90 saloon, radio, 4,000 miles, quite as new; £1,395.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1953 (March) Rover 75 saloon, 6,000 miles, black.

1953 (April) Rover 75 saloon, 8,000 miles, 2-tone grey;—Weybridge 600. (C4023)

1951 Rover 75 saloon, fitted radio and heater; £275.

**DUNHAM & HAINES**, 46, Castle St., Luton, 2100/1. (C1079)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—  
1954, sportsman's 4-door, 75 saloon, finished black, brown leather, radio, one owner, immaculate condition throughout; £975. (C1001)

1948 Rover 75 sports sal., black, one owner; £625.—Tickford, Ltd., Tem. Bar 3536. (C4029)

1951 (Oct.) Rover 75 4-door saloon, immaculate, 15,849 miles, spare unused; £850.

**A. FREEMAN, Ltd.**, Grovenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. (S456)

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £665.

**L. YNE, FRANK & WAGSTAFF**, 35, Crouch End Hill, N.8. Mountview 4401. (C2056)

1951 Rover 75 saloon, blue, blue leather, radio; £865.—Odeon Motors, Ltd., Barnet 1144. (C3026)

**CAMDEN MOTORS** for Rovers.—75 saloon, six-light model, extremely good condition all round, one previous owner; £585.

**CAMDEN MOTORS** for Rovers.—75 saloon, March 1949, sportsman's 4-door, 75 saloon, finished beige with red leather, heater, seat covers, genuinely moderate total mileage; £645.

**CAMDEN MOTORS** for Rovers.—75 P.4 saloon, 1950, maintained since new by County Rover agents and serviced every 2,000 miles, outstanding specimen; £725.

**CAMDEN MOTORS** for Rovers.—75 P.4 saloon, 1952, with new type frontal appearance, 14,000 very careful miles; £865.

**CAMDEN MOTORS**, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday. Write for catalogue. (C1035)

**BRUTONS, Ltd.**—Rover 60 saloon, 1948, black, red interior; £560.—13-14, Osten Mews, Emperor's Gate, S.W.7. Frenchie 0542. (C1026)

**ROVER 75** saloon 1949 4-door 6-light, black, 33,000 miles, exceptionally clean inside and out, very good tyres, mechanically excellent; £625.

**NEWCASTLE (STAFFS) MOTOR Co., Ltd.**, Brunswick St., Newcastle-U-Tyne. Tel. Newcastle 6686-7-8. (S759)

1948 Rover 75 sports saloon, radio and heater, immaculate, just resprayed at cost of £60; £585.

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

1953 75 saloon, black, tan leather, H.M.V. radio and other extras, nominal mileage, beautiful condition; £1,075.—Robbins, East Putney. Tel. 4561. (C3010)

1948 Rover 75 6-light sin. black, maroon upholstery, undeniable condition; £595.—Smith & Hunter, 576, Kensington High St., W.14. Winton 2512. (C4019)

**ROVER 75**, 1953 model, black and green upholstery, immaculate condition, private owner from new, chauffeur kept, under 6,000 miles.—Gray, 10, Yew Tree Rd., Southborough, Kent, Southborough 233. (S979)

1953 Rover 75 saloon, black, red leather, in immaculate condition, 6,500 miles; £865 for quick sale.—W. T. Warren, Castle Lodge, Back 40, Brightlinges, Essex. (S905)

1952 Rover 75, one owner, chauffeur driven, heater, seat covers, immaculate condition, taxed; £875.—Withams, 18, Balham Hill, S.W.12. Battersea 3280, 3769. (S984)

1950 Rover 75, blk. with blue hide, radio and htr., numerous extras, 36,000 mls., superb showroom cond. throughout; £785.—Burton & Deakin, Ltd., Orpington, Kent, Orp. 7622. (S492)

1948 75 sports saloon (1952 factory fitted new P.4 engine), dark green, radio, heater, all new tyres, one very careful owner, total mileage 39,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262. (C1057)

595ms.—Rover 75 1943 de luxe saloon, sliding head, leather, L.T. heater, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

1952 Rover P.4 saloon, very low mileage, Connaught grey, fitted with grey hide, most faultlessly maintained and quite immaculate inside and out; price £895.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60519. (C1059)

## LAND-ROVER

**OFFERED BY:—**  
**EVANS (WIMBLEDON)**, Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon O163/4. (S111)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

1952 Land-Rover, mileage 21,000, one owner; £425.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 6297/8-9. (C1057)

**HARVEY HUDSON, Ltd.** (The Land-Rover specialists), offer:—  
1952 Land-Rover, 22,000 miles, one owner, excellent condition; £445.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. (C2059)

## LAND-ROVER

1950 Land-Rover, in very good order, re-cellulosed olive green, with good hood, one owner; £325.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (S477)

**Land-Rover Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Land-Rovers.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**HARVEY HUDSON, Ltd.** (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 1056. (W2059)

## ROVER MISCELLANEOUS

**HENLYS, Ltd.**  
**ENGLAND'S Largest Rover Distributors.**

**DEVONSHIRE House**, Piccadilly, W.1. (Grovenor 2967.)

**HENLYS House**, 585, Euston Rd., N.W.1. (Euston 4444.)

**DEPOTS at:—**

**MANCHESTER** (Blackfriars 7843).

**BRISTOL** (Bristol 21326).

**BOURNEMOUTH** (Bournemouth 6514).

**NORTHAMPTON** (Northampton 907).

**CAMBERLEY** (Camberley 77).

**COUNSLOW** (Hounslow 3454).

**FINCHLEY** (Finchley 0081).

**GREAT WEST ROAD** (Hilling 5477).

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).

**HENLYS, Ltd.**, England's Leading Motor Agents. (10029/R)

**BEARDS of Kingston**, Rover Specialists, sales, spares, repairs.—108, London Rd., Kingston. Kingston 3548. (10080/R)

**Rover Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**COOMBS & SONS (GUILDFORD)**, Ltd.

**URGENTLY** wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 6297. (S492)

**BAKES**, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6822. (S756)

**TOP** price paid for Rover or similar type car; trade or privately.—54, Etratham Hill, S.W.2. Tube Hill 2676. (W5016)

**XXX** H. F. Edwards offer immediate cash for good Rover cars.—Details please, to: 19, Seabrook Rd., Rythe, Kent. Tel. Rythe 67311. (W2059)

**Rover Spares and Service**  
**LEATHWOOD'S GARAGES, Ltd.**, 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (10618/R)

**COLLIVER-FISHER, Ltd.**, unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (10009/R)

**LEIGH PARK MOTORS, Ltd.**, Datchet, Slough. Backs Rover distributors for spares and genuine service.—Tel. Datchet 54. (10047/R)

**EVANS (WIMBLEDON)**, Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0153 4-5. (S767)

**R. F. POWELL MOTORS, Ltd.**, East London area dealers.—Pull repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4616. (S437/R)

**BARKING**—For full stocks of spares and service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. (10618/R)

**DAVID ROSEFIELD, Ltd.**, Rover Distributors, Leamington and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2502. (S556/R)

## SIMCA

£395.—1948 1,100cc Simca 4-door saloon, recorded mileage 39,000 kils.

**BRIAN FINGLASS**, Bugatti Sales & Service, 2, Pembroke Mews, W.11. Baywater 3951. After 6. (C2009)

**C. V. RUSHMER** for Simca.—1953 Aronde, in first class condition, low mileage; £790.—59, Holland Park, W.11. Park 5731. (S3061)

1954 Model Simca Aronde saloon, white-wall tyres, mileage 3,000, as new throughout; £845.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. (C5040)

**SIMCA Aronde**—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fia (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. (10395/R)

## SINGER

**DICKS**  
1948 Singer 10hp saloon, engine just overhauled; £325.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6988-9. (C1072)

**TOM GARNER, Ltd.**, offer:—

'53 Singer 8M1500 saloon, grey with red upholstery, 400 miles only; £795.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

1948 Singer 10 saloon, in good condition throughout, £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 884-5. (C2008)

£30.—1951 Singer 16 saloon, only 26,000 miles since new, bargain; Cheshire.—Box 4670. (S329)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SINGER

**1952** Singer saloon, 16,000 miles, black, excellent; £435; Tickford, Ltd., Tem. Bar 3333. (C0498)

**1949** Singer SM1500 saloon, twin carburettor, grey, well-equipped, serviceable model; £375; BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. (19452)

**SINGER 1500, 1953, 7,000 miles only, black, red leather; £695; Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Telephone Mayfair 4576. (C1050)**

**S.M. 1500 Singer saloon, 1952 model, in perfect condition, only 21,000 miles, one owner, used by director only, a genuine bargain; £535 o.n.o. Western 1309. (19615)**

**SALMONS Tickford coupe body on 1956 Singer 11 chassis, one owner since new, genuine mileage well under 50,000, very good throughout; £1510; Springspark 4890. (19335)**

**£150 o.n.o.—Singer Le Mans 2-seater sports, very good condition, smart appearance.—Sat./Sun. mornings, evenings after 7: 50, Greyhound Lane, Stourbridge, Worcs. (19383)**

**625 gns.—Singer 1500 1954 4AD sports roadster, red, grey upholstery, 6-55 side screens, trafficators, tonneau cover, one careful owner, genuine 300 miles, brand new condition; terms, exchanges.—Rowland Smith, below. (C4018)**

**365 gns.—Singer Super 10 1949 saloon, sliding head, loose covers, heater, carefully used; terms, exchanges.—Rowland Smith, below. (19374)**

**175 gns.—Singer 9 (December, 1939) saloon, blue, sliding head, good condition; terms, exchanges.—Rowland Smith, below. (19374)**

**145 gns.—Singer 1938 saloon, sliding head, 1951 leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)**

**1952 Singer 1500 saloon, taxed year, mileage 15,000, black with fawn leather, fitted heater; this car is in new condition having been owned since new by a director of a motor business; £535; Tel. No. Cross 0822. (19619)**

**PRIDE & CLARKE, Ltd.—1951 Singer SM1500 saloon, blue/beige, 12,000 miles, covers, £519; 1950 black/beige, heater, £439; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. (C3068)**

**£465.—Singer 1500, July 1950, immaculate black coachwork, leather, heater, radio, spotlamps, excellent mechanical condition, taxed year, 3 months' guarantee; terms and exchanges.—Tudor 8073, Fitzroy 0293. (19374)**

**£145!!!—Magnificent Singer Super Six, special super modern Airline bodywork, hand-built motor car costing nearly £600 when made, probably the only one of this type available, looks magnificent and gives excellent performance; 3 months' guarantee; hire purchase, exchanges.—Bristol Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C3052)**

**Singer Cars Wanted**

**R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3, Ham. 6041. (194018/R)**

**POST-WAR Singer required, part exchange 1954 SM1500.—Distributors, Marlbrook & Kirby, Sandwich, Tel. 3066. (18759)**

**Singer Spares and Service**

**THE Singer agents for spares, service repairs, Auto-menders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0754/R)**

**LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd., 759, Whalley New Rd., Blackburn, Tel. 48991. (16473)**

**GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, service and repairs.—30, Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. (0605/R)**

**ALENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkley Square, Bristol, Tel. 25514. (0219)**

**MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080. Deansgate Manchester. Deansgate 4507. (0390/R)**

**SPORTS CARS**

**HRG 1950 sports 2-seater, in original beautiful condition throughout, never raced or driven hard, works maintained, engine overhauled 9,000 miles ago, when 8 to 1 pistons fitted; recent test showed approximately 180hp per sq. in. per cylinder; everything else checked, we have chapter and verse showing details, bodywork really cared for, spotless grey cellulose, pale blue interior, new hood and side screens; individual features: Rudge Whitworth wheels and knock-on hubs; scintilla Vertex magneto, sprung steering wheel, twin horns, spotlight, anti-dazzle mirror, fold-in screen, full ripp tonneau, vacuum gauge, rev. counter, water and oil thermometer gauges; we love this car, and it really is wonderful on the road; £535; terms, exchanges.—Beverly Motors, Highams Park, London, E.4. Larkswood 7408 or 2061. (C1086)**

**MERCURY offer:—**

**£365!! 1947 1100 H.R.G., one owner, terrific performance.**

**£275!! 1938 8 G.T.A., black, green leather, excellent runner, spotless condition.**

**£245!! 1939 Morgan 4/4 2-seater, good tyres, twin spares.**

**£145!! M.G. J2 2-seater, black, first-class order, terms or exchanges with pleasure.**

**MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx, Wembley 6058-9. (C3014)**

**WARWICK WRIGHT, Ltd., offer:—**

**1953 Sunbeam Alpine roadster, red, heater, 7,000 miles; £1,028.**

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)**

## SPORTS CARS

**CARS for the enthusiast.**

**If you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good vintage, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.**

**VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmira End Rd., Beckenham, Tel. 5521. (C4039)**

**CHARACTER CARS offer:—**

**ALFA-ROMEO 1.750cc blown and unblown saloons; A. Allard 1949 coupe, Austin 12 2/4 seater tourer; B.S.A. 10hp 2-seater; Hispano-Suiza sedan, Essex Six sedan, 1929, specimen; M.G. C. and M type 2-seaters; Rolls-Royce P11 limousine; Talbot 105 tourer.**

**CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555. (C1044)**

**B & G MOTORS offer:—**

**£235.—Marenda Special 16hp 2-litre open 1937 model sports 4-seater, this is the Coventry Climax engine model originally classified we believe as a 90mph car, fitted concealed hood, fold flat screen, flexible outside exhaust pipes giving really snazzy exhaust note, glorious close-ratio 4-speed gear box, really light and accurate steering, hydraulic brakes, etc., finished in opalescent silver with cherry red upholstery, ideal car for those who like something different and appreciate hand-made rather than mass-produced sporting carriages.**

**£155.—M.G. 8hp P.A. model open sports 4-seater, red, recently repolished, new tonneau cover, quiet engine, 1935 model.**

**£145.—Singer 9 genuine Le Mans type open 4-seater in maroon and red, well cared for car that goes like the clappers, March, 1936.**

**£125.—M.G. 8hp J type open sports 4-seater, green, good hood and screens, 4-speeds, knock-on wheels, etc., goes like the clappers.**

**£120.—Austin 7 open 4-seater sports 4-seater, in two shades of blue, really does motor, a demonstration will surprise you.**

**£105.—Wolsey Hornet 12hp open sports 4-seaters, choice of all with E.W. Special engines, twin carbs, 4-speeds, etc.**

**£79.—Riley 9 twin carburettor open tourer, good hood and screens.**

**£46.—Austin 7 open 4-seater, grey, new hood, reupholstered, good tyres.**

**MANY others; easy terms.—B. & G. Motors, Early Messrs, Arlington Rd., Camden Town, N.W.1. (C1019)**

**CAMDEN MOTORS offer the following sports cars:—**

**1938-9 A.C. 16/20 2-seater; £265.**

**1948 Allard special 2-seater in Ensign red; £325.**

**1939 Alvis 12/70 4-seater sports; £265.**

**1936 B.S.A. 10hp 2-seater, full all-weather protection £95.**

**1938 B.S.A. Sport 10hp f.w.d. 2-seater; £165.**

**1937 Ford 8hp Tickford fourseater, unusual model; £125.**

**1938 Jaguar Competition Model 100, rebored; £365.**

**1952 M.G. T.D. Midget, in green, low mileage; £265.**

**1950 M.G. T.C. Midget one owner, heater, etc.; £465.**

**1947 M.G. T.C. Midget, reconditioned engine; £365.**

**1938 M.G. T.A. Midget, two owners; £265.**

**1936 M.G. P type Midget, 9hp engine; £240.**

**1939 M.G. Series V.A., 2-seater, 1½-litre; £245.**

**1937 M.G. 1½-litre sports 'ourer; £195.**

**1948 Rover 12 sports fourseater, grey; £495.**

**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Open Good Friday and Easter Monday. Write for catalogue. (C1035)**

**CHIFFSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—**

**A.C. reg. 1941 3-carburettor, fourseater drop head, coupe, french blue with new plastic leather hood, immaculate; £425.**

**ALLARD 1948/9 special 2/4-seater sports, Bugatti blue, low mileage, new engine, extras; £375.**

**ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.**

**CITROEN 6-cylinder 1950 model, one owner, champagne and red leather, push-button radio, low mileage; £585.**

**DAIMLER, September, 1950, special sports chassis, 2 cars, overdrive, streamlined fourseater drop head coupe, radio, heater, screenwashers, etc., one owner, specimen; £1,200.**

**DELADE D6 70 1933 streamlined saloon, reconditioned, reconditioned engine, brakes, steering, clutch, etc., just fitted, Cotal box, specimen; £475.**

**DELAHAYE 155M 1939 model, fitted 5-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black; £595.**

**L 1000 MANE replica Fraser Nash, 1950-1, mileage approx. 6,000, fully road equipped, well-known car, specimen.**

**100 Competition 2-seater Jaguar, specially built by Hemrys and Org. 1949, new engine and XK120 gear box, terrific performance, probably one of the best in the country, ready shortly.**

**C-TYPE competition Jaguar.—See "Jaguar" column.**

**LAGONDA L.G.6. 1938 model, independent suspension, fourseater drop head, discs; opportunity to obtain one of these very rare cars.**

**WE are desirous of purchasing good quality English and Continental sports and touring cars.**

**CHIFFSTEAD MOTORS, Ltd., 197, Finsbury Rd., Kensington, London, E.W.3. Flaxman 0552/7255/7154. (C1046)**

## SPORTS CARS

**ROWLAND SMITH'S for sports cars.**

**625 gns.—Singer 1500 1954 4AD sports roadster, one owner, genuine 300 miles, brand new condition.**

**575 gns.—M.G. Midget 1932 T.D. 2-seater, green, fawn leather, heater, one owner, exceptional.**

**465 gns.—M.G. Midget (December, 1949) T.C. 2-seater, Cambridge blue, fawn leather, very carefully used.**

**395 gns.—Singer 9 1951 4AB sports roadster, 5-55 side screens, Lucas paslight.**

**365 gns.—Allard 1948 sports 4-seater, gunmetal, grey leather, tonneau cover.**

**365 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black, fawn leather.**

**245 gns.—Singer 9 1959 sports roadster, glass side screens, Lucas paslight.**

**175 gns.—M.G. Midget 1934 8hp P.A. Airline coupe, telecontrols, sports coil.**

**175 gns.—Austin 1936 Nippy sports 2-seater, cream, red leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)**

**FRAZER NASH 2-seater, chain drive, excellent performance; £125.—Below.**

**M.G. F.B. 2-seater, complete engine overhaul, excellent performance; £225; Rallion 1938 drop head coupe; £295; Rolls-Royce P.1. 7-seater; £135; Bentley Speed 6 shooting brake; £125.—Johnson & Brown, Ringers Rd., Bromley, Kent, 60 minutes Victoria.**

**Ravensbourne 6479 and 2322. (C2073)**

**SINGER Le Mans coupe, 1935, smart, reliable; £100 o.n.o.—L. K. Dawe, Aylesbeare, Exeter. (19423)**

**PERFORMANCE CARS, the Sports Car People, Great Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).**

**Only 3 minutes from Northfields Tube Station. Piccadilly or District Underground.**

**W. B.M.T.A. M.A.A.: appointed R.A.C. FROM over 150 in stock all plainly marked with year and price we select.**

**ALVIS 4.3 Charlesworth saloon, 1937, £295; Alvis Speed 25 drop head fourseater, 1937; £295.**

**ALVIS Speed 20 tourer, 1935, £195; Alvis Speed 20 1937, £195.**

**ALFA-ROMEO 1750 supercharged Castagna drop head fourseater, specimen throughout; £395.**

**ASTON MARTIN.—For largest selection of pre-war sports cars, see under Aston column.**

**BRISTOL 400 sports saloon, 1948, £895; Buckler 1172cc sports 2-seater 1952, £445.**

**BENTLEY 3½-litre Mulliner 4/4 fourseater, 1935, £545; Bentley 4½-litre tourer, McKenize rebuilt, 1929, £345.**

**BENTLEY 4½-litre tourer, 1928, £195; Bentley Red Label 3-litre tourer, 1925, £225.**

**B.M.W. Veritas 25 litre competition 2-seater, 1949, £575; B.M.W. Type 55 cabriolet, 1936, £265.**

**FRAZER NASH 4.3 Charlesworth saloon, 1937, £1,745; Frazer Nash chain-gang 4HP Meadows, 1934, £245.**

**HEALEY 2½-litre 2-seater, 1948, £425; Healey 2½-litre Duncan sports saloon, 1952, £695.**

**JAGUAR 2½-litre SS100, '37-8 (2), from £245; Jaguar 3½-litre SS100 comp. 2-seater, 1938, £395.**

**JAGUAR 3½-litre drop head fourseater, 1948, £445; Jaguar 3½-litre drop head fourseater, 1938, £255.**

**JAGUAR 1½-litre sports saloon, 1937, £195; Lagonda 4-litre sports saloon, 1934, £145.**

**LOTUS Ford 10, close ratio gearbox, 1953, £325; Morgan 4/4 10hp 2-seater, 1937, £225.**

**MERCEDES-BENZ 500K Type B cabriolet, 1937, £395; Mercedes-Benz 500K B cabriolet, 1939, £345.**

**M.G.—See large selection under M.G. column; also spares and service.**

**RILEY'S—See large selection under Riley column; also spares and service.**

**ROLLS-ROYCE 20 Watson coupe, specimen, 1923, £225; R/R 20/25 Windover saloon, 1933, £395.**

**SINGER 9 Le Mans 2-seater, 1935, £165; Singer 9 2-seater tourer, 1935, £195.**

**TRIUMPH 14/4 Dolomite roadster, 1939, £295; Volkswagen standard saloon, 1947, £245.**

**UNIQUELY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.**

**PERFORMANCE CARS Anneke:—**

**ALVIS Speed 20 V.D.P. tourer, 1934, £95; Alvis Speed 20 tourer, 1932, £95.**

**ALVIS 12hp Crested Eagle saloon, 1936, £95; Alvis 12hp Firefly coupe, 1933, £145.**

**BENTLEY 3-litre Red Label 2-seater, 1925, £95; Bentley Red Label 2-seater, 1926, £145.**

**DELADE D8 sports saloon, 1931, £105; Delage D8 4/4 coupe, 1933, £145.**

**HOTCHKISS 24hp cabriolet, 1931, £95; Lagonda 3-litre drop head fourseater, 1932, £295.**

**MERCEDES-BENZ 2-litre cabriolet, 1936, £145; M.G. 2-litre drop head fourseater, 1936, £145.**

**ROLLS-ROYCE Phantom II saloon, 1930, £145; Rolls-Royce 20 tourer, 1928, £95.**

**STUDEBAKER 26hp coupe, 1938, £125; Studebaker 30hp de luxe saloon, 1939, £195.**

**TALBOT 110 drop head fourseater, 1936, £145; Triumph 4-litre 11hp sports saloon, 1938, £195.**

**PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex. Ealing 8841. (C3041)**

**JAGUAR 1939 S.S.100 3½, first-class condition, recent complete overhaul; £395 o.n.o.—Sargent, "Windyridge", Bear, Devon, Tel. Seaton 461. (19147)**

**BUICKER Special, similar (performance/economy), 2-seater 4-seater, price—3, Budnick Hill, Perranporth. (19565)**

**76mph 30mpg 5 seats GUIC Aprilia, 475 bills over last six months, guaranteed oil negligible in writing; £275 for quick sale.—Box 4668. (19512)**

**£85.—Hotchkiss 3½-litre fixed head 3/4-seater coupe, 1934, £145, taxed and good all-round condition 20 m.p.g.—G. Arnold, 8, Homestead Way, Northampton, Tel. 31001. (19524)**

**£67.—Vitesse 2-seater, fitted 1938 Dolomite engine got by Triumph, excellent mechanical condition, 20 m.p.g., new battery, body sound, cellulose fair.—Box 4666. (19510)**

**CHILDREN CARS offer Alfa-Romeo, B.M.W., Bugatti, Fiat, Hotchkiss, Lagonda, M.G., Morris, Rallion, Riley and Talbot; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. (C1045)**



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**EDOARDO BIANCHI** 12hp pillarless sports saloon. Aug. 1937, a very unusual and attractive car. £175; also 1935 5-litre Hotchkiss saloon, extensively overhauled, offers—Ellis, 2, Victoria St., Staple Hill, Bristol. Tel. 2235. (W4046)

**£365**!!!—Lancia Aprilia 12.5hp saloon, 1936, in the hands of one enthusiastic expert since 1946, one other previous owner, superbly maintained, gives a magnificent road performance, independent suspension front and rear, several extras accessories, screen demisters, Marchal pashlights, must be driven to be appreciated.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2031. Open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday; write for catalogue. (C1055)

**DELAUGE D.670** Vita special streamlined saloon, late 1937, fitted reconditioned 2.6-litre M.G. engine and gear box, double valve springs, lightened flywheel, twin exhaust system, brake drums skinned, brakes refined, new clutch assembly, J.P.S. hydraulic brakes, very fast indeed, excellent road holding, any trial; £295.—G. A. Brooks, Ltd., Edenbridge. Tel. 5288. (C1064)

**BERT MASON SPORTS CARS**—£65; Riley 9 Monaco saloon, 1934; 125, Standard Avon 2-litre sports saloon; £195, M.G. 2-litre saloon, magnificent condition; £75, Rover 12 sports 4-seater; £145, Wolseley Hornet special d.h. coupe; £165, M.G. P.A. 2-seater; all our usual selection of Jaguars; hire purchase on any car.—Bert Mason Sports Cars, 77, Crickfield Rd., Clapton, E.5. Amhurst 1814. (C3073)

## Sports Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube). W.13. Ham. 6041. (W4018/R)

**BARTLETT** will pay more for good Sports cars.—276, Pembroke Villas, W.11. Baywater 0523. (W1013)

**PERFORMANCE CARS** urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

## Sports Cars Spares and Service

**TUNING**, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. (0753/R)

## STANDARD 8

**1946** Standard 8 saloon, fitted radio; £245. (C2053)

**ERIC HAYES**, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Faddington 0289. (C4054/1)

**£299**!!!—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

**£255**!!!—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months' guarantee; hire purchase, exchanges. (C2052)

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1954** Standard 8 saloon, nominal mileage; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 350. (C2051)

**1946** (Dec.) Standard 8 tourer, 40,000 miles, engine 12,000 miles, new hood; £250.—Cardrick's Garage, Wokingham, Berks. (19528)

**295** gns.—Standard 8 (September, 1947) saloon, sliding head, Ace discs, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**165** gns.—Standard 8 1939 saloon, black, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1948** Standard 8 saloon, grey/blue; £325.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hill 1044. (19449)

**G & M ALFRED'S** (1936), Ltd., formerly Guy 600 miles; £455.—6-7, Warren St., W.1. Euston 5265. (C1005)

## Standard 8 Cars Wanted

**RICHARDS & CARL** buy Standard 8, 1935-4—35, Kilmington St., London, S.W.1. Sloane 5424. (W3045)

## STANDARD 10

**£125**—1936 Standard 10 4-door de luxe saloon, excellent runner, bargain; £65 down, 1000 cc. Brays Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

## STANDARD 12

**GE** 1937 series Standard Flying 12 4-door 4-5-seater de luxe saloon, with sliding roof and graceful swept tall incorporating spacious luggage compartment; finished maroon cellulose, chromium bright fittings, leather interior and accessories to tone, and extremely clean throughout; new tyres, new battery, engine, brakes, steering, springs, shock absorbers, all completely reconditioned; bills available over £202; delightful motor, comprehensively equipped; written guarantee; £190; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 116. (C2003)

**£165**—1939 Standard 12 saloon.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

**STANDARD** 12hp 4-door saloon, 1936, good condition, recent overhaul, bills shown, taxed and insured to June; £115; seen Leamington, Warwick.—Box 4673. (19568)

**295** gns.—Standard 12 late 1947 de luxe saloon, sliding head, leather, one owner, reconditioned engine; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## STANDARD 14

**1948** Standard 14 de luxe saloon, in outstanding condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (C4053)

**£145**—1939 Standard 14 saloon, clean car; terms, exchanges.—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

**£350**—1948 Standard 14 de luxe saloon, black, beige leather, very carefully used.—Broadway Motors, 67 High St., Hounslow. Hou. 0175. (C1028)

## STANDARD 14

**ROY'S** offer a very genuine and original 2-ton grey 1947 model Standard 14 saloon; £325; terms and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C4059)

**345** gns.—Standard 14 late 1947 de luxe saloon, sliding head, leather, excellent condition; choice of 3 Standard 14s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## STANDARD VANGUARD

**ALWAYS** Standard Vanguards. A selection with a written guarantee and free after sales service at

**NAYLOR & ROOPE**, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (19022)

## CAR MART, Ltd.

**1951** Standard Vanguard saloon, heater (overdrive); £535.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

## ELM AUTOMOBILES, offer:—

**1949** Vanguard, radio and heater, maintained in perfect condition by a fastidious owner; £415.—Elm Automobiles, 65, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C2067)

**PHILIP RICKARDS**, Ltd., offer:—

**1953** Standard Vanguard, black, 5,000 miles; deferred terms, part exchange;—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

**STANDARD Vanguard**, 1949, good motor car; £340.

**BENNETT'S MOTOR WORKS**, Ltd., Leichworth 722. (19396)

**1949** Standard Vanguard, one owner, leather upholstery; £385.

**ERIC HAYES**, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Faddington 0289. (C4054)

**HAROLD SIMONS**, Ltd., offer 1952 4-door Estate; see under "Utilities". (C4045)

**A. E. PALMER** offers 1952 series Vanguard estate; "Utility" column;—12, Church St., Luton 4212. (18911)

**1950** Standard Vanguard, leather, heater and radio; £475; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054/1)

**1951** Standard Vanguard, leather, 17,000 genuine, as new; £525; 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

**1951** Vanguard, maroon beige upholstery, taxed year, £495.—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. (19608)

**1950** Standard Vanguard, maroon, radio; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**1951** Standard Vanguard saloon, grey, heater, fog lamp, etc., nominal mileage; £495.—Robbins, East Putney, Tel. 4581. (C3010)

**1952** Vanguard, immaculate, seat covers, etc.; £495; bargain.—Home County Motors, Ltd., Stanfold-le-Hope 2154, Essex. (19545)

**£495**!!!—1951 Vanguard saloon, 20,000 miles only, as brand new, or absolute gift; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1949** (December) Vanguard saloon, blue, heater, very nice condition throughout; £375.—King's Motors, 1, High St., Hounslow. Tel. 3532. (C2049)

**1954** Standard Vanguard estate car; £100 under list; total mileage only 500.—The Cooden Eng. Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 6080. (19459)

**1951** series Vanguard saloon in maroon/tawn hide interior, heater, low mileage, exceptional; £465; consider part exchange.—14, Ollington Gardens, Worthing. Swandean 849. (C4027)

**1952** Standard Vanguard saloon, Comet blue, red leather, one owner, excellent condition; terms, examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. (C1065)

**395** gns.—Standard Vanguard late 1949 saloon, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1952** Standard Vanguard saloon, one owner since new, grey with red interior, 12,000 miles only, beautiful condition in all respects; £540.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 6692 or 7098. (C2019)

**PRIDE & CLARKE**, Ltd.—1952 Standard Vanguard saloon, grey leather, 16,000 miles overdrive, radio, heater, covers; £569; black/red, low mileage, heater; £529; 1951 blue/blue, black/red, black/brown, heater; £529; three months' guarantee; choice three from £435; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Standard Vanguard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

## STANDARD MISCELLANEOUS

**CARRS AUTO SALES**, Ltd., Standard House, South End, Croydon, C. 6065. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham. (0026/R)

## Standard Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube). W.13. Ham. 6041. (W4018/R)

## Standard Miscellaneous Cars Wanted

**MARSTON MOTOR CO.**, Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (0181/R)

**PRIVATELY** owned Standard 12 and 14—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

**KJ MOTORS**, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley. Rav. 3456. (03567)

**STANDARD** spares all models from 1934 by return of post; genuine factory replacement engines, 1936 onwards; quote commission number when ordering.

**WHITE'S GARAGE**, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. (0475/R)

**LARGE** stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. (0501/R)

**STANDARD** spares all models from 1935; replacement units, complete overhauls, reconditioning.—Pitticks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. (4251)

**MARGATE** Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co., (Distributors), Northdown Rd., Margate. Tel. Thane 20405. (4250)

**STANDARD** spares for all models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0359/R)

**LANKESTER ENG. Co.**, Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—38-43, Egan St., Kingston. Kin. 3151-4. (0286/R)

**HALLS (FINCHLEY)**, Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. (0002/R)

## STUDEBAKER

**1951** Studebaker; choice of two convertibles, radio and heater etc.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4634. (C4028)

**1953** Studebaker Champion Hydramatic 2-door Extras type super streamlined saloon, 700 miles only, all extras, absolutely brand new.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent, Mews, S.W.1. Sloane 5215. (C4036)

## Sunbeam Spares and Service

**COMPLETE CAR SERVICE**, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tel. 4805. (0318/R)

**REPAIRS**, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Pri. 6159. (0622)

## SUNBEAM-TALBOT

**W. HAROLD PERRY**, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

**1950** Sunbeam-Talbot 90 convertible coupe, one owner, 35,000 miles, thoroughly recommended. £535.

**W. HAROLD PERRY**, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

**DICKS**, 1939 Sunbeam-Talbot 10hp coupe, very attractive; £325.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6885-9. (C1072)

**GATHEHOUSE** offer:—

**1951** Sunbeam-Talbot drop head, one owner, 22,000 miles, green, red, green, red, green and many extras; £595.—Gatthehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

**SLOCUMBERS**, Ltd.,

**£395**—Open fourseater 1947 10hp, in black, fine order.

**EXCHANGE** cars or motor cycles; h.p. terms.—610-612, London, L. 36-52, Dudden Hill Lane, Wileston, N.W.10. Wileston 4869. Two minutes Dollis Hill Underground Station. (C4017)

**BOON & PORTER**, Ltd.,

**1951** 90 saloon, grey heater, unscratched; £645.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. (C1020)

**R. F. FUGGLE**, Ltd., offer:—

**1953** Mr. Ila Sunbeam-Talbot 90 saloon, heater, radio, 5,400 miles; £585.

**1952** Mr. H. Sunbeam-Talbot 90 saloon, heater, 14,700 miles, one owner, supplied and serviced by us since new; £525.

**1948** 2-litre Sunbeam-Talbot saloon, two owners 36,000 miles, first-class condition throughout; £485.—Fugle, Bushey Heath, Herts. Tel. 1685. (C2017)

**GUY SALMON AUTOMOBILES** offer:—

**1952** Sunbeam-Talbot 90 saloon, black/red leather, 22,000 miles, four new Dunlop tyres, a perfect example; £750.—Fortsomth Rd., Thames Ditton, Esherbury 5551-2-5. (C4001)

**WARWICK WRIGHT**, Ltd., offer:—

**1953** Sunbeam Alpine roadster, red, heater, 7,000 miles; £1,065.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

**K NIGHTSBRIDGE MOTORS**, Ltd.,

**1952** Sunbeam-Talbot 90 saloon, black with beige leather, heater, one owner, 12,000 miles only, in new condition; £525.

**3** Robert Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4066. (C2063)

**HENDON CENTRAL GARAGE**, Ltd., offer:—

**1950** series Sunbeam-Talbot 80 saloon, fitted radio, heater and taxed, in very nice condition; £550.—Warford Way, Hendon Central, N.W.4. Tel. Hendon 6884-5. (C2034)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

CAMDEN MOTORS offer the finest selection of Sunbeam-Talbot in the country:—  
**1951** 90 saloon, July delivery, bronze/red leather, 2½-litre engine, etc.; £665.  
**1951** 90 saloon, in black, with heater and seat covers, wing mirrors; £675.  
**1951** 90 saloon in grey, immaculate specimen; £695; choice of 3 more 1951 saloons, one green, one blue, one beige.  
**1951** 80 coupe, fitted leather hood to special order of late owner; £675.  
**1953** Mark IIA saloon, latest model, beautiful pastel finish, low mileage; £895.  
**1953** Mark IIA saloon, black, one owner; £865.  
**1950** Mark I 90 saloon, fitted heater and screen-radiator; £595.  
**1950** Mark I 90 coupe, one wealthy owner, used summer months only; £575.  
**1950** Mark I saloons, choice of 3 others from £555.  
**1950** 80 saloon, economical 10hp engine, same body-styling as 90; £585.  
**1948** 2-litre saloon, 14hp engine, moderate total mileage; smart appearance and in very good order; £495.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; open Good Friday and Easter Monday; write for catalogue. [C1035]

**1952** model Sunbeam-Talbot 90, low mileage, radio, heater, screen washers, exceptional; £775.  
**RIPCO, Ltd.** (Sunbeams Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C1052]

**SUNBEAM-TALBOT** 10 tourer, 1939, excellent condition; £270-31, Willow Rd., Kettering, Northants. [C1054]

**JACK ROSE, Ltd.**, offers 1950 Sunbeam-Talbot convertible in black and red hide, clean and mechanically excellent; £575.  
**1947** Sunbeam-Talbot 2-litre saloon in grey, clean car, open to examination; £415.—Stafford Rd., Wallington Surrey. Wallington 6677. [C1056]

**1951** Sunbeam-Talbot saloon, green, radio, loose covers; £775.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4604.) [C1062]

**1950** Sunbeam-Talbot 90 drop head coupe; £565.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**1951** Sunbeam-Talbot saloon, heater, sliding roof, black; £655.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C1045]

**SUNBEAM-TALBOT** 1953 convertible export model, radio and many extras, spotless condition; only £795.—Hillwood Motors, Mill Hill 4232. [C1097]

**1952** Sunbeam-Talbot 90 saloon, 1,200 miles, genuine, unmarked, as new, black; £750.—Hardacre Garage, Lydney, Glouce. [C1012]

**1939** Sunbeam-Talbot 10 saloon, immaculate throughout; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C1068]

**1950** Sunbeam-Talbot 90 saloon, satin bronze, heater, excellent condition; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Croydon 3098. [C1076]

**SUNBEAM-TALBOT** 1948 2-ltr. saloon in ruby with modern lines and fine performance; £465.—Hillwood Motors, Mill Hill 4232. [C1098]

**1951-2** Sunbeam-Talbot sports saloon, black, red leather roof and a host of extras, an enthusiastic owner; £675.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [C1075]

**1951** Sunbeam-Talbot 90 saloon, blk. with beige hide, 27,000 mls., beautiful condition; £680.—Burton & Deakin, Ltd., Orpington, Kent. Orp. 7622. [C1043]

**ARCHIE SIMONS & Co., Ltd.**—(1950 (Dec.) Sunbeam-Talbot 90 d.h. coupe, colour grey, nominal mileage, one owner since new; £575.—94, Gt. Portland St., W.1. Lan. 1343. [C1013]

**1940** Sunbeam-Talbot 20 saloon, exceptional condition, real opportunity to secure pedigree car at bargain figure; £275!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**SUNBEAM-TALBOT** 1951 90 model, finished green with maroon leather upholstery, fitted with heater and spotlight, an immaculate motor car, one owner from new; £665.

**JAMES WINDSOR & SON (MANSFIELD), Ltd.**, Nottingham Rd., Tel. Mansfield 2401/2. [C1047]

**1953** Sunbeam-Talbot 90 saloon black with beige interior, Rootes heater, H.M.V. radio, 12,000 miles, one owner; £625.—R. C. Wimbush, 312, Earl's Court Rd., S.W.5. Fremantle 8401. [C1056]

**1950** model Sunbeam-Talbot sports saloon, Ace Rimblishers, magnificent condition, will deliver anywhere in Great Britain; £595.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [C1074]

**ROY'S** offer a rare 1940 Sunbeam-Talbot 2-litre sports saloon, excellent throughout; £295; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C1059]

**SUNBEAM-TALBOT** 90, specially prepared for 1949 Monte Carlo Rally, very many extras including Dunlop racing tyres, opening windscreen, special heating system, radiator blind, revolution counter and other instruments; twin spot light, windscreen washers, additional petrol pump, Perspex windows and many other engine and chassis modifications; £515; terms, exchanges.—Finchley 7500 or 1503. [C1058]

## Sunbeam-Talbot Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [C1011/R]

**URGENTLY** required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibbons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1011/R]

**CRIPPS** of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [C1045/R]

## Sunbeam-Talbot Cars Wanted

**R** ROOTES, DISTRIBUTORS.  
**D** REQUIRE modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).  
**M** MANCHESTER.—129, Deansgate (Blackfriars 6677).  
**M** MAIDSTONE.—(Maidstone 3333).  
**C** CANTERBURY.—(Canterbury 3252).  
**R** ROCHESTER.—(Chatham 231.).

**W** WROTHAM Heath.—(Borough Green 4.)  
**R** ROOTES Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. [C1011/R]

**BIRMINGHAM** and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [C069/R]

## TALBOT

**105** sports saloon, 1937; £140; terms, exchanges.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 915. [C1012]

**Talbot Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [C1011/R]

**Talbot Spares and Service**  
**L**ARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Olney Hill 0135. [C064/R]

**JOHN BLAND** for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., Wandsworth 1612. [C096/R]

## TRIUMPH

**TR2**  
**1954** TR2, registered and taxed but delivery mileage only, ivory, normal specification, no extras; 1st price.—Wedbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C1049/R]

**CLANFIELD LAWRENCE** offer:—  
**1948** Triumph 1800 Roadster, grey/blue, two owners, 28,000 miles, new hood, tyres, reconditioned engine, radio, magnificent specimen; £495.  
**1948** Triumph 1800 Roadster, grey, one owner, recently fitted reconditioned engine and gear box, all new tyres, heater, seat covers, magnificent specimen; £499.—407, High Rd., N.12. Finchley 0091. [C1093/R]

**TOM GARNER, Ltd.**, offer:—  
**'53** Triumph 2-litre Renown saloon, green with brown leather, 5,000 miles only; £395.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C1020]

**B. J. HUNTER, Ltd.**, offer:—  
**1949** Triumph 2000 saloon, garage maintained, one owner; £495.  
**1949** Triumph 2000 Roadster, one careful owner since new; £525.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C1040]

**HENDON CENTRAL GARAGE, Ltd.**, offer:—  
**1952** Triumph Mayflower, low mileage, fitted radio and heater, one owner, as new; £580.—Watford Way, Hendon Central, N.W.4. Hendon 8064-5. [C1034]

**1949** Triumph 2000 saloon, bargain; £475.  
**SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C1016]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—  
**1953** Triumph Mayflower, gunmetal blue and beige leather, 5,000 miles, one owner; £550.  
**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**, offer:—  
**1949** Triumph razor edge saloon, black, brown interior, one owner, excellent condition throughout; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C1009]

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—  
**1954** Triumph Renown saloon, finished black, beige leather, radio, heater, 200 miles only, as new; £995. [C1001]

**1951** Renown, maroon, radio and heater, one careful owner; £500.—Campbell Symonds, Wembley 6262. [C1037]

**1949** Triumph 1800 saloon, black, beige leather interior, equipped with spotlight and radio; £495.  
**PARKERS, Ltd.**, 176, Deansgate, Manchester. Deansgate 4507. [C1045]

**£465**—Triumph razor edge 1947 saloon, 14hp, in really excellent condition throughout; many other offers.  
**BENNETT MOTORS, Ltd.**, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017]

**TRIUMPH** Dolomite 1½-litre 1939 model, £270 works overhaul, beautiful condition; £175.—42, Hollyfield Rd., Sutton Coldfield. [C1047]

**1936** 12hp sportsman's saloon, showroom throughout; gift, £95; private h.p. possible, exchange smaller car.—93, Monarch Parade, Mifham. [C1064]

**JACK ROSE, Ltd.**—1951 Triumph Renown, grey with grey hide, one owner fitted heater; £625.—Stafford Rd., Wallington Surrey. Wallington 6677. [C1056]

**TRIUMPH** Roadster 1800, late 1946, grey with blue leather, one owner; £375.—Jones, Kingscote, Oldfield Rd., Heswall, Cheshire. Heswall 892. [C1035]

## TRIUMPH

**1949** Triumph Roadster, low mileage, immaculate; £525.—Jack Pomeroy (Jules), 395, Hendon Way, N.W.4. Hendon 1423-4. [C1063]

**£525**!!!—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 5 months' guarantee; hire purchase exchanges.  
**L**AMBOS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C1054]

**£425**—1947 Triumph 1800 Roadster coupe, grey, blue leather, £145 down.—Bray Motors, 180, 184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**MAYFAIR COUNTRY CARS**—1949 Triumph 2000 Roadster, grey, red leather; £525, terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C1011/R]

**1953** (May) Mayflower saloon, one private owner, attractive duo-tone finish, heater, as new; £550.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 3301-2. [C1015]

**KENTISH & THOMSON, Ltd.**—1953 Triumph Mayflower saloon, blue with leather and heater, 14,000 miles, excellent order throughout; £545.—564-6, Wickham Rd., Shirley, Croydon. Springspark 3477. [C1047]

**525** gns.—Triumph Mayflower, 1952 saloon, jade green, heater, one owner, small mileage, exceptional; choice of 3 Mayflowers; terms, exchanges.—Rowland Smith, below. [C1041]

**395** gns.—Triumph 1800, December 1947 roadster coupe, grey, blue leather, excellent condition; choice of two 1800 coupes; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1011/R]

**1951** (December) Triumph Renown, grey, one owner, chauffeur driven, splendid condition, heater, H.M.V. radio, seat covers; £570; view 9 a.m. to 5 p.m. Monday to Friday only.—219, Bow Rd., E.3. Advance 3151. [C1047]

**£485**—1950 (August) Triumph razor edge 2000 saloon, in grey, fitted heater, mileage 24,000, really very nice car; 1st deposit.—Simm, 18, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheadam Hill. [C1047]

**1951** (December) Triumph Renown, grey, one owner, chauffeur driven, splendid condition, heater, H.M.V. radio, seat covers; £570; view 9 a.m. to 5 p.m. Monday to Friday only.—219, Bow Rd., E.3. Advance 3151. [C1047]

**XXX** Really exceptional 1951 (August) Triumph Renown saloon, this absolutely unmarked one-owner car is finished in jewel-toned green with fawn leather and chromium fittings; it is fitted with radio and heater, has covered 18,000 miles only and must be seen to be appreciated; written guarantee; £625; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C1020]

## Triumph Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [C1011/R]

**MARSTON MOTOR CO., Ltd.**, for your Triumph.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [C1021/R]

**TOP** price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C10316]

**XXX** H. F. Edwards offer immediate cash for good Triumph cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [C1020]

## Triumph Spares and Service

**TRIUMPH** distributors for spares, service and repair.  
**T**EL. Lancaster Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames. Kingston 3151-4. [C1018/R]

**BASIL ROY, Ltd.**—Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [C1043/R]

**L**ARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [C1032/R]

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollindrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 1322). [C1032/R]

**PRE-WAR** Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears and parts; gear cutting and specialised machining to order.—C. W. Green and Sons, Brayford, Lincoln. 10884. [C1042]

## UTILITY CARS

**T**HE  
**U**TILITY VEHICLE CENTRE, offer:—  
**A** LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.  
**100** Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C10472]

**CAR MART, Ltd.**  
**1953** Armstrong Siddeley 14hp estate car (manual gear box); £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**CAMDEN MOTORS** offer:—  
**A**USTIN A70 Hereford, genuine Countryman 4-door estate car, August 1952, a one-owner low-mileage vehicle in condition practically as new; £795.  
**F**ORD 8 and Ford 10 Martin Walter Utilecons, both 1948 models, excellent value at £250 and £275.  
**S**TANDARD Vanguard estate cars, choice of four 1951-1952, from £495; including a late 1952 model quite unblemished at £685.  
**H**ILLMAN Minx estate car, Phase IV, 1951, used for private motoring only, immaculate bodywork and interior; £545.  
**H**ooker built Minx utility, registered 1947, shabby but runs well; £65.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays, open Good Friday and Easter Monday; write for catalogue. [C1035]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

JACK STONE &amp; SON offer:—

**1950** Hillman estate car: 1950 Ford 10 Martin Walter, 1949 Austin 10 5-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1945 Austin 10, coachbuilt body, write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021]

HAROLD SIMONS, Ltd., offer:—

**1952** Vanguard estate, 4-door, heater, demister, in excellent condition throughout; £675; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred. E. J. Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0032-53. [C4065]

ROWLAND SMITH'S for utility cars.

**395** gns.—Lea-Francis, December 1948 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seat, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

**375** gns.—Jowett Bradford, 1952 utility de luxe, Catalina tan, brown upholstery, chromed fittings, removable rear seats, sliding windows, one owner, exceptional, cost £725; terms, exchanges.—Rowland Smith, below.

**325** gns.—Hillman Minx, November 1947 4-door estate car, fold-down rear seating, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6061. [C4016]

BRADSTOCK MOTORS, Ltd., offer:—

**£545**—1949 (March) Austin 16 Countryman, 4-door, coach body, 12,000 miles, low mileage, literally unmarked inside and out, a perfect example of this very rare model.—Chase Rd., Epsom, Tel. 653. [C1090]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

**1952** (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £575. Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

**1950** Hillman estate car, grey and brown leather, one owner, 21,000 miles; £525. [C1057]

**COOMBS & SONS (GUILDFORD), Ltd.,** Portsmouth Rd., Guildford, Guildford 6207-8. [C1057]

**FORDSON** 10cvt estate car, new, 7-seater, fully folding seats; £610/5/10.

**AUSTIN** 400 Countryman, new, folding seats, ideal to combine family and business use; £732/2/6.

**AUSTIN** A70 shooting brake, 1951, 4 doors, coachbuilt wooden bodywork, folding rear seat, fitted with heater; £575.

**FERRARIS** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C3008]

**1948** Morris 12hp Martin Walter Utileon, one owner; £525.—Peter Guest, Ltd., King's Lynn, Tel. 4129. [C1010]

**1951** Bradford de luxe utility, small mileage, immaculate; £299.—Peter Guest, Ltd., King's Lynn, Tel. 4129. [C1010]

**1949** (Oct.) Lea-Francis 14hp 4-door 5-seater, roll-back roof, tow bar, 46,000 miles, taxed; £450.—Malcolmson, Letton, Hertford [C9543]

**1951** Bedford special Martin Walter Utileon, incorporating extra side door, colour beige, green leather; £535. [C1010]

**PARSONS & PARSONS (GARAGES), Ltd.,** Potter St., Harlow, Potter St. 121. [C3038]

**1948** Jowett Bradford utility, excellent condition; £235.—Jacquier, Ltd., 225-7, Hammsmith Rd., W.6. Riverside 5671-8. [C2043]

**BRADPOD** utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225-6. [C0621/R]

**COMMER** and Hillman shooting brakes, 4 and 10-seaters, from £250.—Lewton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

**AVAILABLE** the outstanding Volkswagen Microbus 8-seater and Kombi (passengers and goods), 30 m.p.g.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [C0145]

**G & M ALFRED'S (1956), Ltd.,** formerly Guy Alfred's—1951 Austin A40 oak utility, 1953 condition; 1940 Morris Utileon, 1950 condition; 6-7, Warren St., W.1. Euston 5268. [C1008]

**NEW** Morris high-quality Utilities (10cvt, 12-seaters, folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [C0887/R]

**1939** Chevrolet 7-seater shooting brake, in really first-class condition throughout and indistinguishable from new, title the property of royalty; £450.—R. S. Wade (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

**£575**—Lea-Francis, May, 1951, 14hp 4-door 5-seater shooting brake, works natural timber coachwork, built-in headlamps, i.f.s., removable rear seating, one very good owner, nominal mileage, mechanically very good, cost over £1,600; genuine bargain; also

**1950** model, similar to above, but 2-door as supplied by makers; £475; trade enquiries invited; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [C917]

**£625**—1952 series Standard Vanguard 4-door estate, finished grey with red leather upholstery, mechanical perfect, very carefully used and unmarked, genuine bargain; trade enquiries welcomed; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [C917]

**ROY'S AUTOMOBILES, Ltd.,** offer 1951 A40 Countryman, 2405, 1948 Phase II Minx estate, superb, £385; also 2 1947s at £369 each; 1946 Austin 8 utility, new engine, £185; another, £150; 1947 Bradford utility, £185; 1947 Ford 10 utileon, £195; 1952 Morris 10 utileon, £125; 1955 Ford 8 utility, £69; many vans suitable for conversion, see Commercial column; terms and exchanges.—Roy's Automobiles, Ltd., 127, Park Way, N.W.1 near Camden Town Tube Station, Euston 2705 and 8994. [C3059]

**WHY** accept less for your utility, estate car or shooting brake when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.,** 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2006]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**8-10hp** utility required, timber body preferred.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Streatham 8638. [W4059]

## VAUXHALL 10

**£249**—1947 Vauxhall 10 saloon; terms.—Autopms, 5, Balham High Rd., Balham 1509. [C1009]

**£375**—1947/8 Vauxhall 10 saloon de luxe, excellent condition throughout; also choice 1958 Vauxhall 10 and 12, 3 months' guarantee; hire purchase, exchanges.—[C2052]

**LAMBS OF WOOD GREEN, Finchley Showrooms,** 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

**1939** Vauxhall 10hp saloon, smart car in good order, any trial; £225, or £75 deposit, balance 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 (195 bus from Stockwell Tube Station passes the door). [C4071]

## VAUXHALL 12

ALLAN TAYLOR MOTORS, Ltd., offer:—

**1948** Vauxhall 12 saloon, cloth upholstery, good condition; £325. [C9605]

**HIGH** St., Wandsworth, S.W.18. Tel. Vandyke 4333. [C9605]

**1947** Vauxhall 12, black, immaculate condition throughout; £335. [C3005]

**MAGDALEN MOTORS, 511, Trinity Rd.,** Wandsworth Common, Battersea, 5573. [C3005]

**1948** Vauxhall 12 saloon de luxe, excellent condition throughout; £395. [C4064]

**REG TIMMS (MOTORS), Ltd.,** 17-18, High St., Tottenham, Beds. Tel. 371. [C4064]

**£375**—1947-8 Vauxhall 12 de luxe saloon, immaculate condition, small mileage, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.—[C2052]

**LAMBS OF WOOD GREEN, Finchley Showrooms,** 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

**325** gns.—Vauxhall 12, September 1946 saloon, sliding head, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

## VAUXHALL 14

**1947** Vauxhall 14, J type, excellent condition; £345.—Putney 2770. [C9248]

**1948** Vauxhall 14, exceptional condition; £425.—Autowork, Ltd., Winchester. Tel. 4634. [C1010]

**1948** Vauxhall 14 J type saloon, one careful owner; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**1947** Vauxhall 14 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

**1947** Vauxhall 14 saloon, low mileage and petrol consumption, excellent condition; £300 or nearest.—Foster, 27, Church St., Ashbourne, Derbyshire. [C9592]

## VAUXHALL WYVERN

**ALWAYS** A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales services at

**NAYLOR & ROOT, Ltd.,** 28, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

**ELM AUTOSALES** offer:—

**1950** Wyvern, one owner, record engine, black, loose covers, link mats, heater, carefully used car in exceptional order; £450.—Elm Autosales, 463, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 463. [C2067]

**H BEART & Co., Ltd.,** offer:—

**1953** (October) Vauxhall Wyvern saloon, black 12hp, brown leather, heater, 6,000 miles; £675.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

**1952** Vauxhall Wyvern; £625.

**1951** Vauxhall Wyvern; £525.

**ALL** the above are one-owner cars and carry our guarantee; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

**1949** Vauxhall Wyvern saloon, black, fawn interior, equipped with heater and all usual extras; £425. [C9453]

**PARKERS, Ltd.,** Bradshawgate, Bolton 4080. [C9453]

**1953** Wyvern, green, 10,000 miles; £680.—McAllister, 14, Highlands Avenue, Barrow-in-Furness. [C9556]

## VAUXHALL WYVERN

**WHY** accept less for your Vauxhall Wyvern saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.,** 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2006]

**TOP** price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

## VAUXHALL VELOX

**ALWAYS** A SELECTION of Vauxhall Velox with a written guarantee and free after sales services at

**NAYLOR & ROOT, Ltd.,** 28, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

## VAUXHALL VELOX

CAR MART, Ltd.

**1951** 52 Vauxhall Velox saloon, radio, heater; £625. Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

AUTOMOBILIA, Ltd., offer:—

**1954** (October, 1953) Vauxhall Velox 4-door de luxe saloon, grey, grey interior, hosts of extras, including heater, radio, fog lamp, screen washers, Tygon loose covers, one owner, 3,500 miles; £745.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3891. [C1089]

B. J. HUNTER, Ltd., offer:—

**1952** Vauxhall Velox saloon, one engineer owner, innumerable extras, highly tuned; £695. [C2046]

**B. J. HUNTER, Ltd.,** 22, Cricklewood Broadway, Tel. 4014. Tel. Gladstone 6308. [C2046]

SAUL &amp; SLATTER, Ltd., offer:—

**1953** (date) Vauxhall Velox, green, with heater, 5,000 miles only; £795.—44-46, Alderman's Hill, N.13. Palmers Green 8651. [C4008]

HENDON CENTRAL GARAGE, Ltd., offer:—

**1950** Vauxhall Velox, fitted all extras, taxed; £495. Hendon 8094-5. [C2034]

**1952** (December) Velox, green, many extras, 16,000 miles, superb condition; £675.—Below.

**VELOX** 18hp, heater, etc. 22,000 miles, exceptional condition; £585.—Robbins, East Putney. Tel. 4810. [C3010]

**OCTOBER, 1953** Vauxhall Velox, meticulously run-in and maintained, mileage 3,427, immaculate; £745.—155, Mount Wise, Newquay, Cornwall. Tel. 2400. [C9555]

**1952** Vauxhall Velox saloon, metallic grey, 10,000 miles, one owner, new condition throughout; £635.—Holbrook Motor Co., Ltd., Richmond, Surrey. [C2058]

**395** gns.—Vauxhall Velox, 1949 saloon, leather, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

**VELOX**, comfortable, silent, economical, this delightful automobile cost £450 Aug. 1953, owner regrets having to find new home, fully equipped, wireless, heater, etc., etc., exact mileage 5,187, as new, unscratched, ready immediate tour; £747.—Secretary, Tideways, South Esplanade, Burnham-on-Sea. [C9545]

**XXX** 1952 (September) square engine Vauxhall Velox saloon, an absolutely outstanding and immaculate example, finished in black with grey upholstery, really delightful performance, thoroughly recommended and offered with a 30 guarantee; £845; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London. W.1. Tel. Langham 0012. [C7005]

## VAUXHALL MISCELLANEOUS

SHAW &amp; KILBURN, Ltd., for Vauxhalla.

**IT** is important that the car you purchase is in excellent condition throughout.

**SELECTION** of such modern Vauxhalls at

**4-8, Berkeley Sq., W.1. Grosvenor 4328** [C0017/R]

**VAUXHALL** and other makes of used cars in good condition; let us know of your requirements. Tel. Oxbridge 6452-5.—Gregory's, of Oxbridge. [C039/R]

**HAMILTON MOTORS (LONDON), Ltd.,** 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers. [C9649]

**1939** Vauxhall 10, black, brown interior, general condition good; £265. [C9649]

**1940** Vauxhall 14 J-type, grey, brown upholstery, excellent condition; £270. [C9649]

**ALWAYS** a good selection of used Vauxhalls in stock; R.M.L. will purchase for cash all Vauxhalls cars, including latest models. [C2067]

**GRAHAM BROTHERS (MOTORS), Ltd.,** Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446) Manchester (Blackfriars 9977), Stretdford (Trafford 3311), Wilmshlow (W. 4932). [C025/R]

## Vauxhall Miscellaneous Cars Wanted

**R** **POWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**S** **SHAW & KILBURN, Ltd.,** Vauxhall main dealers, will purchase modern Vauxhall cars. [C2067]

**4-6, Berkeley Sq., W.1. Grosvenor 4328** [C0018/R]

**PRIVATELY** owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2765. [W2039]

**REQUIRED**, good used Vauxhall.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2067]

**ARLINGTON MOTOR Co., Ltd.** main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 3760. [C0612/R]

**VAUXHALL** cars, post-war models, urgently required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2541. [W1006]

**7-SEATER** private 1937/38/39 Lincolnas required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2541. [W1006]

**XXX** H. F. Edwards offer immediate cash for good used Vauxhall cars.—Details, please to 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [W2003]

**URGENTLY** required, poss. and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or tel. Paddington 0022. [W2022/R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**Vauxhall Spares and Service**  
**CROYDON AUTOMOBILE COMPANY, Ltd.**  
**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at—  
**BEDFORD House, 590-592, London Rd., Croydon.**  
 Tel. Thornton Heath 3276 (14 lines). (C0205/R)

**VETERAN CARS**  
**WELHAMS, Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell per 1914** (C4070)

**Veteran Cars Wanted**  
**HIGH** price paid for 1896 to 1904 old car.—**Warwick Chigwell Row, Essex.** (5238)

**VOLKSWAGEN**  
**COLBORNE GARAGE, Ltd., Ripley, Surrey.**  
**THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends; new, used and reconditioned cars available.** Tel. Ripley 2561. (C0373/R)

**ELITE MOTORS offer:—**  
**1948** (December, 1947) Volkswagen 4-door saloon, leather interior, radio and heater, hills for recent engine work, now being completely reconditioned; yours for £115 deposit, cash price, £345.  
**ELITE MOTORS, 351/361, Garratt Lane, Tooting Broadway, Tel. Balham 2876 (4 lines).** (C8005)

**PERFORMANCE CARS, official Volkswagen agents; new and used models in stock—Great West Rd., Brentford, Middlesex. Ealing 8841.** (C3041)

**LARGE stock of second-hand 1953 and 1954 de luxe saloons, all very low mileage; exchanges, h.p. available.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night.** (C1092)

**1948 Volkswagen saloon, just reconditioned, low mileage, good tyres, new loose covers, radio, heater, one owner, £285.—Ekin, 54, Westbourne Terrace, W.2. Amb. 5095.** (9589)

**V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.**  
**Large selection of used Volkswagens always available.—Below.**

**V&F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5, Fro. 4657.** (0842/R)

**Volkswagen Cars Wanted**  
**RICHARDS & Clark, cup Volkswagen.—35, Kinnerton St., London, E.W.1. Sloane 5424.** (W3045)

**MAYFAIR GARAGES, Ltd., top cash prices for Volkswagens.—Balderton St., W.1. Mayfair 3104.** (0415)

**PERFORMANCE CARS urgently require Volkswagens. —Great West Rd., Brentford, Middlesex. Ealing 8841.** (W3041)

**V&F MONACO MOTORS.—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5, Fro. 4657.** (0300/M)

**Volkswagen Spares and Service**  
**COLBORNE GARAGE, Ltd., Ripley, Surrey.**

**GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361.** (0956/R)

**VOLKSWAGEN reconditioned engines, spares, service. Kays Motors 76, Norwood High St., S.E.27. Gipsy Hill 4034.** (8342)

**MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have trained mechanics and offer you full service with repairs and parts facilities.** (0953/R)

**Willis-Overland Spares and Service**  
**JACK OLDING & Co., Ltd., Willis-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Aldley House, North Audley St., W.1. Mayfair 5252.** (83050/R)

**WOLSELEY**  
**EUSTACE WATKINS, Ltd., the sole London distributors.**  
**1953** Wolseley 6/80 saloon, black, brown leather upholstery, 3,400 miles, excellent condition; £795. (December 30th) Wolseley 6/80 saloon, black, brown leather upholstery, H.M.V. radio, 15,000 miles, one owner; £695.

**1951** Wolseley 6/80 saloon, met. grey, grey upholstery, 25,000 miles, one owner; £595.  
**EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).** (C4046)

**ACRES offer:—**  
**1948** Wolseley 18hp saloon, black, brown leather, beautifully kept and as new; £450.  
**ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909.** (C1002A)

**CAR MART, Ltd.**  
**1952** Wolseley 6/90 saloon, heater; £635.—**Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.** (C1039)

**CAR MART, Ltd.**  
**1953** Wolseley 4/50 saloon, radio, heater; £795.—**Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054.** (C1039)

**H BEART & Co., Ltd., offer:—**  
**1951** Wolseley 4/50 saloon, Moonstone with brown leather interior, heater, one careful owner, 17,000 miles; £595.—102, London Rd., Kingston-on-Thames. Tel. 3349. (C1081)

**WOLSELEY**  
**BOON & PORTER, Ltd.,**

**1947** Wolseley 18 saloon, black, exceptional condition; £375.—**Castelnau, S.W.13 (by Hamersmith Bridge). Riverside 4444.** (C1020)

**AUTOMOBILIA, Ltd., offer:—**  
**1950** Wolseley 6/80 4-door de luxe saloon, black, brown hide, heater, fog lamp, exceptional condition, less than half original cost; £495.—**Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891.** (C1089)

**HAROLD SIMONS, Ltd., offer:—**  
**1952** Wolseley 6/80, one owner, 9,000 miles, heater, demisters, spot lights, an immaculate car in first-class mechanical condition; £685; and other Wolseley models in stock; 3 months' written guarantee; service after sale; exchanges, deferred.—**Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 mins. trolley East Finchley Tube). Finchley 0052-55.** (C4065)

**WARWICK WRIGHT, Ltd., offer:—**  
**1952** Wolseley 6/80 saloon, green, radio and heater, 3,000 miles; £665.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.** (C4045)

**ENGINES RECONDITIONED, Ltd., offer:—**  
**1939** Wolseley 16hp saloon, excellent condition, black with brown leather; £225.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5368. (C3070)

**WOLSELEY 6/80 saloon, 1953, heater, screen washers, low mileage, one owner; £710.**  
**GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.** (C3023)

**1939** drop head 10, exceptional condition, extras; about £275.—99, Fairholme Ave., Romford. (8344)

**BEARTS of Kingston Wolseley distributors.—Saloon spares and repairs.—102 London Rd., Kingston. Tel. 3348.** (0083/R)

**1937** Wolseley 14 saloon, one owner, reconditioned engine, 3,000 miles; £185.—**Guthrie Garage, Shenfield, Essex.** (9566)

**1939** Wolseley 10, superb condition; £275.—**Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129.** (C3068)

**£375.**—1947-8 series Wolseley 18 de luxe saloon, magnificent, spotless condition, carefully used and small mileage.—**Below.**

**£245.**—1938 Wolseley 14 de luxe saloon, one of those magnificent chauffeur-maintained cars, leathered off immediately if got wet, the finest specimen we have had; 3 months' guarantee; hire purchase, exchanges.

**LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).** (C3052)

**325**—Wolseley 18, 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—**Rowland Smith, below.**

**225**—Wolseley 14/60, 1939 saloon, sliding head, leather, good condition; terms, exchanges.—**Rowland Smith, below.**

**175**—Wolseley Super 6, 1937 model, 21hp de luxe saloon, sliding head, leather, very good condition; leather, good condition; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.** (C4018)

**1949** Wolseley 6/80, black, brown leather, reconditioned engine, excellent order; 6-month warranty; £425.—**Hastings, Ladbroke 1155.** (C3027)

**1947** Wolseley 18 de luxe saloon, black, brown hide, reconditioned engine; £345 or £115 down.—**Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.** (C1024)

**JACK ROSE, Ltd., offer 1953 (August) Wolseley 4/44, in black with red leather upholstery, low mileage, carefully used; £775.—Stafford Rd., Wallington, Surrey. Wallington 6677.** (C3056)

**1947** Wolseley 12hp saloon, green, brown leather, fitted heater, in beautiful condition throughout, taxed, most attractive car; £375.—**Cole's Garages, Ltd., 43, Worpole Rd., S.W.19. Wimbledon 0195.** (C1054)

**£345.**—1948 (Oct. '47) Wolseley 14 saloon, black, taxed June, good tyres, very clean car.—**Simm, 19, Bennett Rd., Higher Crumpsall, Manchester. 8, Tel. 1924 Cheetham Hill.** (9502)

**1939** Wolseley 12 saloon de luxe, blue with blue upholstery, engine owned, absolutely immaculate and very nice mechanically, and inspection welcomed; £295.—**Caltermoles (Garages), Ltd., 79/80, Fentonville Rd., nr. Kings Cross Station, Ter. 1001.** (C1024)

**LIMOUSINES, 1949/25hp, partition, forward occasionals, black, 22,000 miles, unblemished. £735. Another, registered 1948, mileage 18,000, privately chauffeured, £695. Certified mechanically, bargain value. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941.** (C1004)

**Wolseley 4/50 Cars Wanted**  
**ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube). N.W.3. Ham. 9041.** (W4018/R)

**Wolseley Cars Wanted**  
**R. S. ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube). N.W.3. Ham. 6041.** (W4018/R)

**PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768.** (W2037)

**THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.** (0721/R)

**Wolseley Spares and Service**  
**W. JACOBS & SON.**  
**WE** specialise in spares and repairs of all models of Wolseley cars.  
**W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4.** (0485)

**Wolseley Spares and Service**  
**WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240.** (0707/R)

**BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6866, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17.** (0623)

**R. HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only.** (0817/R)

**EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.** (0277/R)

**MISCELLANEOUS CARS**  
**RAYMOND WAY.**  
**RAYMOND WAY, the hire purchase specialists.**  
**HERE** are 5 cast-iron reasons why everybody's going to KILBURN WAY:—

1. 200 used cars under £400 always available.  
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 5. Every machine is plainly marked with price, year and model.—**Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards).** (0829/R)

**BLACKBIRD HILL GARAGE, Ltd., offer:—**  
**1950** Citroen Light 15; £525.  
**1949** Sunbeam-Talbot 80 saloon; £495.  
**1950** 1½-litre M.G. saloon, just rebored; £565.  
**1950** Austin Sheerline, radio, heater; £665.

**BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134, 5/6 and 4485.** (19437)

**WE** have several high-class guaranteed used cars. **TAKEN** in exchange for the new Bentley with automatic drive.  
**LOXHAM, Fishergate, Preston. Tel. 4245.** (C2064)

**ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars, send for list; established 30 years.** (C5010/R)

**AUCTION** sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath. **DETAILED** advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the Auctioneers. (Tel. 607.) (0299)

**WEST LONDON MOTOR MART** offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.  
**WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842.** (C3041)

**MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—422-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.).** (C3071)

**Miscellaneous Cars Wanted**  
**R. S. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube). N.W.3. Ham. 9041.** (W4018/R)

**IF** you wish to sell your car for cash, write, phone or call.  
**GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.** (W2023/R)

**CASH** for cars.—**Smith's, 86, Chalk Farm Rd., N.W.1. Out. 2767.** (0824/R)

**PRE** or post-war saloon, 10 or 12hp urgently required for cash; call or phone.—**Mac Motors (Surbiton), Ltd., 76, Brighton Rd., Surbiton. Elmbridge 5974.** (W3072)

**PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write call or phone Bri. 3008. Stockwell Rd., S.W.9. (0740/R)**

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**NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G. Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 3272. Open 9-6 p.m. each week-day including Saturday.** (W3022/R)

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**AMBULANCES, new and used, large selection.—Lawton-Goodman, 135, Crickwood Broadway.** (M2022)

**MOTOR CYCLES FOR SALE**  
**S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10.** (0541/R)

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**COMPLETE** Hearses, immediate delivery Austin 16hp A70, Sheerline, Humber, Rolls. Photographs available. Attention Address.  
**R. F. and SAUNDERS (COACHBUILDERS), Ltd. A Head office, Station Approach, Kew Gardens. Richmond 1161.** (0906)

**WOODALL NICHOLSON, Ltd., build the best hearses in the country, second-hand usually in stock, established 1846.—Well Lane, Halifax. Tel. 4251.** (0795/R)

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**FOR** sale, Austin 14hp taxicab, 1935-1936-1937; also Austin 16hp engine.—**Apply, Goode and Cooper, Ltd. 17a, Melbourne Sq., Brixton, S.W.9. Rei. 2711 and 1733.** (9003)

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

## BOON &amp; PORTER, Ltd.

1949 Vanguard van, bucket seats, one owner; £275.

1950 Vanguard pick-up, small mileage, one owner; £275.—Castein, S.W.13 (by Hammersmith Bridge). Riverside 4444 (M1020)

## ROYS AUTOMOBILES, Ltd.

SPECIALIZE in plain vans and trucks.

1953 A40 van, £395; 1951 A70 pick-up, £365; 1950 Morris Also £225; 1949 Bradford van, £195; numerous 1946/7/8 Morris, Ford and Austin 8 and 10cwt vans from £165; 1948 Bradford truck, £165; many others, including numerous utilities; see that column.

BEST terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

NEW THAMES 5cwt and 10cwt vans available immediately.

ARTHUR E. GOULD Ltd., 290-2, Regent St., W.1. (0102/R)

B. LANGHAM 1594-5

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. (0284/R)

G &amp; M ALFRED'S (1956), Ltd., formerly Guy plain finish, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005)

AVAILABLE, new versatile Volkswagens 15cwt vans and Kombis (goods or passengers); low running cost.—Tarrant &amp; Frazer, 10, Winchester Mews, N.W.5. Primrose 6159. (0101)

1953 10cwt Ford van, plain, £335; 1951 Austin A40 gown van, £365; also 1947 Ford 5cwt van, £155; exchanges, terms.—Palmer, 2, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

1952 Bradford van, blue, unwritten, little used, as new; £275.—Peter Guest, Ltd., King's Lynn. (B111)

COMMER 8.10cwt express delivery van, new and unregistered; list price.—Motor Hobbies, Evesham. Tel. 6539. (C1053)

1952 Standard Vanguard van, maroon, one owner, 9,000 miles, excellent condition throughout, 3 months guarantee; £465.—Trinity Cars Ltd., 94, North Side Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

225 gms.—Ford 8hp 1952 5cwt van, plain black, one owner, good tyres, carefully used; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

Commercial Vehicles Wanted

Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894.

## NEW &amp; USED CARAVANS, TRAILERS, ETC.

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**MARK VII saloon, good deliveries, cash, exchange**  
or hire purchase—County Garage, Ltd., Lan-  
caster Rd., Morecambe, Lancs. Tel. 207. (712)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.,** Jaguar  
area dealers; immediate delivery Mark VII; part  
exchanges—74-78, Broadway, Bexleyheath, Tel. 1666.  
(0894/R)

**R. P. POWELL MOTORS, Ltd.,** East London Area  
Dealers, Mark VII and all XK models available for  
immediate demonstration and inspection—321 Romford  
Rd., Forest Gate, E.7. Maryland 4816. (0439)

**JOWETT.**  
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet  
1144. (N3028/R)

**RED CIRCLE, Ltd.,** area dealers for Jowett Javelin  
and Bradford commercials, spares, sales and ser-  
vice—Eastern Arm, Great Cambridge Rd., Tottenham,  
N.17. Tottenham 1906/7553. (0504/R)

**KAISER**  
KAISER sales, service, spares; sole concessionaires  
for Great Britain—Steele Grimiths, Ltd., Cam-  
bervell Green, London, S.E.5. Rodney 2201-6. (0309/R)

**LEA-FRANCIS**  
WEST Yorkshire distributors of Lea-Francis cars—  
Marshall's (Halifax), Ltd., King's Cross Rd.,  
Halifax. Tel. 5044. (0470/R)

**MERCEDES-BENZ**  
WELWYN SERVICE DEPOT, Ltd.,  
HERTS, Bucks, Beds, Cambs. Hunts and Northants  
Main Distributors; enquiries invited for early de-  
livery—Wyn Garden City, Hatfield 2178. (0614/R)

**MERCEDES-BENZ distributors for Surrey and Sus-**  
sex, all models available; write for full details—  
Woking Motors (Maybury Hill), Ltd. Woking 1928.  
(04057)

**TAYLOR & CRAWLEY, official retailers for Mercedes-**  
Benz; drive these exciting demonstrators; part  
exchanges and terms—Hyde Park Corner, 33, Gros-  
venor Crescent, S.W.1. Sloane 5213. (N4036)

**GODFREY HOUGHTON, Ltd.,** Main Agents Cheshire  
& North Wales—A new motoring experience  
favourable delivery most models; 220 model from stock;  
sales with service—City Rd., Chester. Tel. 24518.

**SWANMORE GARAGE, official distributors, Hants,**  
J. Dorset, Wilts, Somerset, Devon and Cornwall. Early  
deliveries all models—1178-1180, Christchurch Rd.,  
Boscombe East, Bournemouth. Tel. Southbourne 4334.  
(N4024)

**A NEW motoring experience, contact the Scottish**  
distributors for full particulars, latest models in  
stock—Ingis Automobiles, Ltd., 68-78, Pitt St., Edin-  
burgh. Tel. 26297. Main agents in the West of Scot-  
land, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow  
C.3. Tel. Douglas 7698. (0652/R)



## NEW CARS FOR SALE

## MERCEDES-BENZ

**JOHN S. TRUSCOTT, Ltd.**, official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you. Full details on request; demonstrations of all models including type 170-SD (diesel); immediate or very early delivery; exchanges, deferred terms.—**John S. Truscott, Ltd.**, 173, Westbourne Grove, W.11. Bay, 4274. (N4035)

## M.G.

**ROWLAND SMITH'S** for M.G.

**NEW** TF sports 2-seater on view.

All models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tube)**, N.W.3, Hampstead 6041. (N4018)

**PRIDE & CLARKE, Ltd.**—M.G. agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (N5068/R)

**IMMEDIATE** delivery new M.G. T.F. 2-str.; terms, exchanges.—**Gloucester Sports Cars (Christchurch)**, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (N5068/R)

**S. G. SMITH (MOTORS), Ltd.**, for your new M.G. T.F. and Magnetite; cars, motor cycles taken in part exchange.—285, Rye Lane, S.E.15. Tel. New Cross 0460. (N529/R)

## MORGAN

**BASIL ROY, Ltd.**, Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Lankham 7753. (N5068/R)

**PRIDE & CLARKE, Ltd.**—Morgan agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (N5068/R)

**LATEST** Plus 4 drop head coupe in red, immediate delivery of this famous rally winner, cash, exchange, or hire purchase.—**County Garage, Ltd.**, Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (N529/R)

**RAYMOND WAY**, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles; welcomed in exchange.—**Kilburn Bridge, N.W.6, Maids Vale 6044**; open 9 to 8 six days a week. (N5068/R)

## MORRIS

**WOODCOTE MOTOR Co., Ltd.**

**MORRIS** distributors.

**FOR** immediate delivery Oxford, Morris Six and traveller's car.

**WOODCOTE MOTOR Co.** Epsom 1234. (N5007/R)

**ROWLAND SMITH'S** for Morris.

All models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tube)**, N.W.3, Hampstead 6041. (N4018)

**D. J. SHEPHERD & Co. (KNIFIELD), Ltd.**, offer:—**MORRIS** Oxford for immediate delivery.—**D. J. Shepherd & Co. (Knifield), Ltd.**, 436, Hertford Rd., Enfield, Howard 1631. (N4009)

**IMMEDIATE** delivery new Morris Oxford saloon, choice of colour, standard or de luxe models.

**HEARD BROTHERS, Broad Quay, Bideford**, Tel. 470. Morris distributors (North Devon). (N5068/R)

**MORRIS OXFORD**, black and red, de luxe and standard saloons.—**Haskins, Ladbroke 1155**. (N5068/R)

**PRIDE & CLARKE, Ltd.**—Morris agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (N5068/R)

**MEBES & MEBS, Ltd.** (Est. 1895), offer delivery of most models.—**The Broadway, Mill Hill, N.W.7**, Tel. Mill 2001. (N5068/R)

**MORRIS OXFORD** saloon, grey; £755/7/6.—**O. W. Wilkin, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (N4055)

**SURREY MOTORS, Ltd.**, official Morris retail dealers, fully equipped for service and spares.—**High St., Sutton, Vigilant 4444**. (N5068/R)

**AVAILABLE** for immediate delivery, choice of colours.—**Bells Service Garages, 144, London Rd., Kingston-on-Thames** Kingston 1185. (N5068/R)

**GEE CARS, Ltd.**, for your new Morris; immediate delivery Oxford de luxe, grey and red; exchange or terms.—**60-62, Queensway Rd., S.W.8**. (N5068/R)

**SMITH & HUNTER, Morris** contracting agents; immediate and near delivery; exchanges, deferred terms.—**376, Kensington High St., W.14**. Western 2312. (N4019)

**YOU** couldn't do better than secure immediate delivery of your new Morris Oxford saloon. £708/15; current market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2009)

**LANKASTER ENGINEERING Co., Ltd.**—Immediate delivery Cowley van; also Morris Oxford saloon, choice of colour.—**39/43, Eden St., Kingston-on-Thames**, Tel. Kin. 3151-4. (N264/R)

**MORRIS** Oxford saloon de luxe, several in stock with choice of colours; price £755/7/6 ex works; this is no fairy tale or an outdated advertisement; we have the cars.—**Roker Park Garages, Roker Baths Rd., Sunderland**, Tel. 4996. (N4332)

## NASH

**NASH** cars, spares and repairs through Nash Concessionaires, Ltd., only.—**Nash St., Albany St., N.W.1**. Euston 5558/9. (N562/R)

## OLDSMOBILE

**DISTRIBUTORS (RAWLINS), Ltd.**—Sales, Service and Spares.—**Blinney Heath Garage, nr. Lingfield, Surrey**, Tel. Lingfield 530-1. (N5068/R)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties.—**Lex Garages, Ltd.**, 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Peabridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) (N527/R)

## OPEL

**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROSVENOR GARAGE, Burnage Lane, Manchester**, 19, Rus. 2674-5. (N192/R)

## PACKARD

**SOLE** Concessionaires, **Leonard Williams & Co.** (1940) Ltd., Packard Buildings, Great West Rd. Brentford, Middlesex. Ealing 3400. (N750/R)

## PARAMOUNT

**PARAMOUNTS**—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10, full details from sole distributors.—**Camden Motors, Lake St., Leighton Buzzard, Beds.** Tel. 2041 (5 lines). (N1035)

## PEUGEOT

**LANCASHIRE**—Distributors for Peugeot cars, early delivery. Sales and Service.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester. 19, Rus. 2674/5. (N515/R)

**LONDON**—Peugeot sales and Service.—**Witcher & Son**, 59, Cadogan Lane, S.W.1. Sloane 4126. (N456/R)

**TOM KNOWLES**, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 5673-4. (N596/R)

## PONTIAC

**PONTIAC**—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (N950/R)

## PORSCHE

**WORLD** acclaimed.—£1,971; terms, exchanges; Porsches bought, sold.—**Tarrant & Frazer**, 10, Winchester Mews, N.W.3. Primrose 6159. (N054)

**SOLE** concessionaires for Great Britain, official service and spares.—**A. F. N. Ltd.**, Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

## RELIANT

**PRIDE & CLARKE, Ltd.**—Immediate delivery of the Reliant Regal 3-wheelers, terms.—159, Stockwell Rd., S.W.9. Brixton 6251. (N5068/R)

**RAYMOND WAY** for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—**Kilburn Bridge, N.W.6, Maids Vale 6044**. (N5068/R)

## RENAULT

**LONDON**—Renault sales and service.—**Witcher & Son**, 59, Cadogan Lane, S.W.1. Sloane 4126. (N457/R)

**RAYMOND WAY** for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—**Kilburn Bridge, N.W.6, Maids Vale 6044**. (N5068/R)

**AUTO SALES (LONDON), Ltd.**, are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—**58-65, Beale Rd., N.W.8**. Tel. Mai. 5555. (N1110/R)

## RILEY

**NEW** Rileys from stock.

**RIPCO, Ltd.**, 16, Albemarle St., W.1. Hyde Park 2952/3-4. (N3052)

**1½**-litre delivery ex stock, one only.—**Montrose Motors, Wembley 2636**. (N765/R)

**F. L. CRANMORE, Ltd.**, Pottery Bar.—1½, Riley, black, immediate. Tel. 2040 Pottery Bar. (N1064)

**SMITH MOTORS**, of Dulwich for Rileys; terms, exchanges.—**285, Rye Lane, S.E.15**. New 3 0462. (N5030/R)

**PRIDE & CLARKE, Ltd.**—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (N5068/R)

**MOTORISTS (LONDON), Ltd.**, for Rileys.—**Gt. North Rd., E. Finchley Station, N.2**. Tudor 2301-2. (N3014)

**NEW 1½, Riley**, cream and black, immediate delivery.—**Vandervell Bros., Ltd.**, 215, Haverstock Hill, N.W.3. Primrose 4441. (N4037)

**NEW 1½-litre Riley**, black and maroon, immediate delivery.—**H. M. Bentley & Partners, Ltd.**, 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (N1018)

**JOHN S. TRUSCOTT, Ltd.**, official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—**175, Westbourne Grove, W.11**. Bay, 4274. (N4035)

**CLARKE & SIMPSON, Ltd.**, Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours; in addition, the following special colours are available from stock:—

**AUTUMN** red, silver grey, ivory or sunbronze, all with red leather; woodwork green or main green with beige leather; quick delivery of any other special colour scheme.

**49**, Sloane Square London, S.W.1. Tel. Slo. 4727. (N1048)

## ROLLS-ROYCE

**CAR MART, Ltd.**

**NEW** Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. (N1039/R)

**DAVID ROSEFIELD, Ltd.**

**OFFICIAL** Rolls-Royce and Bentley retailers

**SHOWROOMS**: 1-5, Peter St., Manchester. 2

**PHONE**: Blackfriars 4942

**SERVICE** station: Cheetham Hill Rd.,

**MANCHESTER**, 8, Tel. Blackfriars 2302 (N561/R)

**GROSE, Ltd.**, Northampton.

**OFFICIAL** Rolls-Royce retailers

**SHOWROOMS** and service

**MAIRFAIR, Northampton** Tel. 4540 (N520/R)

## ROLLS-ROYCE

**ROLLS-ROYCE** Silver Dawn, etc. only, for early delivery; send for list

**YOUR** present car in exchange

**LOXHAM, Rolls-Royce and Bentley Showrooms**, Fishergate, Preston. Tel. 4245. (N2064)

**H. A. FOX & Co. Ltd.**, officially appointed Rolls-Royce retailers and service agents.—**Showrooms and Head Office**, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7667. (N1039)

**RIPTON BROS. Ltd.**, the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark I Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—**Rippton Bros., Ltd.**, Huddersfield 7070 (10 lines). (N249/R)

## ROVER

**HENLYS**, England's leading Motor Agents

**ROVER** distributors

**DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2267-9)

**HENLY House** 385, Euston Rd., N.W.1. (Euston 10154/R)

**ROVER**

**ODRON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 1144. (N3206/R)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**NEW** Rover 60 saloon to maker's full specifications; list price £1,165/15

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd. Guildford, Guildford GU207-8-9. (N1057)

**COOMBS & SONS (GUILDFORD), Ltd.**, for Rover sales and service

**MAIN** agents for South-West Surrey, St. Catherine's Garage, Guildford GU207-8. (N045/R)

**ELLIOTT'S OF BIDEFORD, Tel. 744**—Rover distributors for early delivery. (N849)

**K J MOTORS, Ltd.**, N.W. Kent's leading Rover main dealers.—**Bromley, Rav. 3456**. (N287/R)

**H. M. BENTLEY & PARTNERS, Ltd.**, 9, Albemarle St., Ld. W.1. Tel. Grosvenor 5551. (N1018)

**CRONIN Main Agents**, Leathwood's Garages, Ltd., 20 St. James's Rd., Croydon, Tho. 1222. (N063/R)

**DORLING MOTOR Co. Ltd.**, main agents; very early deliveries of Rover 60 75 and 90.—**Dorling 2256**. (N1065)

**WOKING** and district.—**Rover** sales and service at L. F. Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1282. (N1078)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Rover retail dealers; part exchanges.—**74-78, Broadway, Bexleyheath**, Tel. 1666. (N0912/R)

**NORTHAMPTONSHIRE** and North Bucks.—**Grose, Ltd.**, Rover distributors and parts service.—**Marefair, Northampton**, Tel. 4540. (N001/R)

**ROSENFELD** for Rover distributors for Lancashire and Cheshire.—**D. Rosenfeld, Ltd.**, 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. (N086/R)

**GODFREY ROUGHTON, Ltd.**, Retail Dealers.—**Favourable** deliveries all models; 60 model from stock; sales with service.—**City Rd., Chester**, Tel. 24818. (N7005/R)

## LAND-ROVER

**NEW** Land-Rover available for immediate delivery; list price.—**Simpsons, Caxton, Cambridge**, Tel. Caxton 210. (N596/R)

**R. F. POWELL MOTORS, Ltd.**, East London area for enquiries invited.—**321, Romford Rd., Forest Gate, E.7**. Maryland 4818. (N452/R)

**G & M ALFRED (1955), Ltd.**, formerly Guy Alfreds.—**1949, 50 and 51**, all outstanding examples; from £255.—**6-7, Warren St., W.1**. Euston 5266. (N1005)

## SIMCA

**LONDON, W.1.**

**SEE** and try the new Simca Aronde; orders accepted for immediate delivery.—**C. Paul, Ltd.**, 32 Bruton Place, W.1. Mayfair 0821-2. (N5304/R)

**DISTRIBUTORS**

**CENTRAL** and West Surrey

**CLARKE'S OF PIRBRIGHT**, Pirbright, Surrey, Brookwood 2201-2. Demonstration car always available. (N1049)

**FIAT (ENGLAND), Ltd.**

**WATER Rd., Wembley**, Tel. Perivale 5651.

**SOLE** Concessionaires.

**IN** Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. (N065/R)

**PRIDE & CLARKE, Ltd.**—Simca main agents; immediate delivery; exchanges, terms.—**237, Brixton Hill, S.W.2**. Tel. 3664/5. (N5068/R)

**DAVIES MOTORS, Ltd.**—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities

**273**, London Rd., Staines. Tel. 4211 (5 lines). (N1080)

**NEW** Simcas, all models, largest selection; distributors.—**obviously Anthony Crook Motors**, Caxton Hill, Surrey. Tel. 2232-3. (N1065/R)

**H. M. BENTLEY & PARTNERS, Ltd.**, official retailers for Simca; demonstration car available, early delivery.—**9, Albemarle St., W.1**. Grosvenor 5551. (N1018)

**MAYFAIR GARAGES, Ltd.** (Fiat sales and service).—**Immediate** delivery of the new Simca.—**Demonstration** from Balderton St. (opp. Selfridges), W.1. Mayfair 3104-5. (N1055)

**SUPERIOR Aronde** saloon (£896/9/2) and Chateaubain Station Wagon, 1221cc, 35mpg, high speeds, outstanding wind holding, terms, exchange, service, Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. (N004C)

## NEW CARS FOR SALE

## SINGER

IMPORTANT to all motor lovers. To arrive in style without feeling you have travelled is where the 1954 Simca Aronde comes in. 75 mph and 35 mpg, de luxe motorizing well within your budget, your present car accepted in payment and credit facilities confidentially arranged.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (N2008)

**SM** 1500, colour choice; exchanges welcomed.—Distributors, Marlbrook & Kirby, Sandwich, Tel. 3566. (N2008)

**THE** Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

**AUTOMOBILERS, Ltd.**, Lowther Garage, London, S.W.13, Riverside 6495. (N2077/R)

## STANDARD

**ROWLAND SMITH'S** for Standard.

**ALL** models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**SHAW MOTORS, Ltd.**, of Tooting, offer:—

**IMMEDIATE** delivery of Standard Vanguard Phase II saloon; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17, Wim. 331-2. (N4006)

**BERKELEY SQUARE HOUSE GARAGE, Ltd.**

**OFFER** early delivery with service on the spot, day and night.

**BERKELEY Square, London, W.1, Gro. 4343.** (N4040/R)

**MOTORISTS (LONDON), Ltd.**, for Vanguard, C.T. North Rd., E. Finchley Station, N.2, Tudor 2301-2. (N3018)

**STEARNS & Co. (CAR SALES), Ltd.**, Standard stockist, all models.—254, Brompton Rd., S.W.2, Ken. 0381. (N3018)

**L. F. DOVE, Ltd.**, offer immediate delivery of all new Standard models.—89, Broadway, Wimbledon, S.W.19, Tel. Liberty 3456. (N1077)

**JOHN R. TRUSCOTT, Ltd.**, official retailers; early delivery of Vanguard and Snp models.—173, Westbourne Grove, W.11, Bay. 4274. (N4035)

**STANDARD Vanguard, black and red, heater, delivery from stock.**—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (N3011)

**STANDARD car specialists in sales and service; deferred terms.**—Stearns Motors, 105, Cricklewood Broadway, London, N.W.2, Gladstone 2480. (N4031/R)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Standard and Triumph area dealers, part exchanges.—74-75, Broadway, Bexleyheath, Tel. 1666. (N913/R)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481-2-3, offer immediate delivery of Standard 8 saloon. (N1001)

**METROPOLIS GARAGES, Ltd.**, the Standard agents, for sale, service and spare parts for all models.—1-31, Macleise Rd. (Olympia), W.14, She. 5355-6-7, 0690

**PRIDE & CLARKE, Ltd.**, exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2, Tel. 3664/5. (N3063/R)

**ERSKINE, Woking**, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. (N2051)

**MEBES & MEBES, Ltd.** (Est. 1893), offer delivery of Standard Vanguard Phase II, black also smp model, blue, from stock.—The Broadway, Mill Hill, N.W.7, Tel. Mill. 2040. (N5012)

**YOU** couldn't do better than secure immediate delivery of your new Vanguard saloon, black or dual colour, also Standard Eight saloons, black or colour, current market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (N2008)

**STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; dem. available.**—Lankaster Engineering Co., Ltd., 35-45, Eden St., Kingston, Tel. Kin. 5151-4. (N402/R)

**CARRS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Co. 5065; Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. (N052/R)

## STUDEBAKER

**STUDEBAKER DISTRIBUTORS, Ltd.**, 385, Euston Rd., N.W.1, Euston 4444.—Spare for all models, Hawley Crest, Camden Town, Gul. 4141. (N091/R)

## SUNBEAM-TALBOT

**HENDON CENTRAL GARAGE, Ltd.**, offer:—**IMMEDIATE** delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. (N2034)

## SUNBEAM-TALBOT

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**100% Rootes Group Dealers.**

**NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,365; equitable h.p. facilities and part exchanges.**

**MARLBOROUGH Works, Kenton, Tel. Wordworth 7505 (5 lines).** (N1008)

**SUNBEAM-TALBOT, Dunham & Haines** offer early delivery of all models.—36, Castle St., Luton 2100-1. (N1079)

**ALWAYS** prompt and efficient service from the Central London Rootes agents; Sunbeam-Talbots our speciality; immediate attention to your enquiries.—Cattermole (Garages), Ltd., 79/89, Pentonville Rd., N.1, Ter. 1001. (N506)

**SUNBEAM-TALBOT, Smith Auto Co., Ltd.**, main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 460/4632. (N066/R)

**SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.**—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (N3011)

## TRIUMPH

**ROWLAND SMITH'S** for Triumph.

**ALL** models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**BERKELEY SQUARE HOUSE GARAGE, Ltd.**

**OFFER** early delivery with service on the spot; day and night garage.

**BERKELEY Sq., London, W.1, Gro. 4343.** (N056/R)

**PRIDE & CLARKE, Ltd.**—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664/5. (N3063/R)

**KJ MOTORS, Ltd.**—Renown, T.R.2, Vanguard models immediate delivery.—Bromley, Rav. 3456. (N0265)

**LANKESTER ENGINEERING Co., Ltd.**, Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 5151-4. (N089/R)

**YOU** couldn't do better than secure immediate delivery of your new Triumph Renown saloon: £1,099.0/10, a distinctive car suitable for every occasion, current market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (N2008)

## VAUXHALL

**VAUXHALL cars.**—Shaw & Kilburn, Ltd., Showrooms, 4-6, Berkeley Sq., W.1, Grosvenor 4328. (N0019/R)

**PARTS and service:** Western Ave., W.3, Acorn 4641. (N0019/R)

**KJ MOTORS, Ltd.**, main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. (N0221/R)

**SOUTH-West Herts.**—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford, Tel. 7750. (N568)

**VAUXHALL.**—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking, Tel. Woking 1282. (N1078)

## VOLKSWAGEN

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**BUY** your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. (N017/R)

**GODFREY HOUGHTON, Ltd.**

**MAIN** dealers Cheshire, Denbighshire and Flintshire; early deliveries all models including commercial and bus models, with after sales service.—City Rd., Chester, Tel. 24816. (N076/R)

**SUSSEX distributors, Prestwich (Kove), Ltd.**, St. John's Rd., Hove, Tel. 34037-8. (N0190/R)

**DAVIES MOTORS, Ltd.**—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spare facilities. 273, London Rd., Staines, Tel. 4211 (5 lines). (N1080)

**CROYDON.**—H. Harmer Car Sales, Ltd., Area Dealers, 44/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8639. (N127/R)

**AT** your service in South Yorkshire and North Derbyshire.—Distributors, J. Glider & Co., Ltd., Cambridge St., Sheffield, Tel. 26356/3. (N123/R)

## VOLKSWAGEN

**EUROPEAN CARS, Ltd.**, distributors for London Western districts, immediate delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

**129**—131, Old Brompton Rd., S.W.7, Pre. 3353. (N090/R)

**SOLE** concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1, Whit. 9501. (N0648)

**YORKSHIRE** county distributors can offer early deliveries all models; full spares and service facilities available.—Moorstown Garage, Ltd., 398, Harrogate Rd., Leeds, 7, Tel. 685131 (2 lines). (N0723/R)

**PRIDE & CLARKE, Ltd.**, South London distributors.—Immediate delivery all models, choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd., S.W.9, Bri. 6351. (N3068/R)

**WILLIAM ARNOLD, Ltd.**, Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 15, Tel. Ardwick 4261-7. (N0519/R)

**STANDARD** saloon, £299/13/4; de luxe, £669/12/6; Microbus, £379; van, £665; terms, exchange, service.—Details why Volkswagen are outstanding from Tarrant & Fraser, 10, Winchester Mews, N.W.3, Primrose 6159. (N0041)

**LONDON, W.2, W.6, W.9, W.10, W.11, W.12.**—Distributors for Volkswagen; let us demonstrate this amazing car, also commercial vehicle range, with completely new standards in transport economy, double the distance at half the cost.

**BENMOTORS, 1, Clarendon Rd., Holland Park, W.1 (50 yds Holland Park Tube), Park 5066-7. (N1017)**

## WOLSELEY

**EW** **ESTACE WATKINS, Ltd.**, sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—112, Berkeley St., W.1, (Mayfair 5951). (N4046)

**ROWLAND SMITH'S** for Wolseley.

**ALL** models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**THE WOODCOTE MOTOR Co., Ltd.**, Epsom.

**WOLSELEY** distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 4234. (N4056)

**PRIDE & CLARKE, Ltd.**—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664/5. (N3068/R)

**YOU** couldn't do better than secure delivery now of your Wolseley 6/80 or 4/44 saloon, market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (N2008)

**R. C. WIMBUSH, Ltd.**, Wolseley stockists; 6/80 and 4/44 models available; part exchanges; h.p. facilities.—312, Earsl Court Rd., S.W.5, Frenstante 8401. (N4056)

**MEBES & MEBES, Ltd.** (Est. 1893), offer immediate delivery of 6-80 from stock and early delivery 4-44.—The Broadway, Mill Hill, N.W.7, Tel. Mill. 2040. (N5012)

**C. W. J. COLES (CROYDON), Ltd.**, official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon, Croydon 0574-5. (N1077)

## MISCELLANEOUS CARS

**GATEHOUSE MOTORS**

**ARE** stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Moss. 4444. (N2022)

**McKINNON MOTORS, Ltd.**, offer:—**STANDARD** Vanguard saloons latest models now on view in our showrooms as below; immediate delivery, black red vinylde, £787; grey/blue leather, £808; duo-tone, grey lower blue upper, red vinylde, £794; Triumph Renown saloon, inc. radio, heater, etc. £1,119; part exchange and confidential terms.

**McKINNON MOTORS, Ltd.**, "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (N4302)

**ALL** particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Finsbury, W.1, Grosvenor 3401. (N012/R)

**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. (N0713/R)

## COMMERCIAL VEHICLES

**NEW** Ford 10cwt pick-up truck; £425/18/10 ex. wks.—The Goldings Park Motor Co., Ltd., Basingstoke, Tel. 241. (N0402)

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

**ASYNCHRO**

**1954** Vauxhall Velox or 1954 new style Ford Anglia self-drive, costs from £6 per week, small mileage charge, or alternative rates; A.A. R.A.C., radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7, Western 4106. Cables: Synchro, London. (N085/R)

**LOUIS & Co.**, for self-drive hire.—Padd. 9136. (N4206/R)

**ALWAYS** phone Mac 3565 for new Ford Consul, also Zephyrs and Prefects; unlimited mileage; special facilities for overseas visitors.

**EE CARS, Ltd.**, 60-62, Queenstown Rd., London, S.W.6. (N091/R)

## CARS FOR HIRE

**SLOUGH CAR HIRE.**—A40 saloons, drive yourself.—Roa. 36, Mackenzie St., Tel. Slough 20501. (N132/R)

**IVOR HILL, Ltd.**—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19, Wimb. 5686. (N086/R)

**IRELAND Self Drive.**—Ryans, 33, Upper O'Connell St., Dublin, 7, Crofton Ave., Dun Loughaire. (N077/R)

**SMITH & HUNTER** for self drive, inclusive winter rates.—376, Kensington High St., W.14, Wes. 6417. (N0458/R)

**AUSTIN A40s, 70s, 80s, saloons or convertibles, drive yourself, low winter rates.**—Truman's Garage, Queensway, W.2, Bay. 6415. (N069/R)

**AUSTIN and Morris self-drive or chauffeur-driven cars.**—Chapman's, 12, Coddington Mews, W.1, Par. 9864-5. (N0466/R)

## CARS FOR HIRE

**MANCHESTER.**—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

**SUREFLEET, delivery anywhere in England.**

**SUREFLEET, lowest rates in the trade.**

**SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16, Tel. Moss Side 1937. (N0646/R)**

**LONDON'S** lowest rates. The private car chauffeur-driven service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. (N042/R)

**IRISH** touring, hire R and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. (N280)

**HAROLD R. HILLS GARAGE.**—Garage accommodation, high-class car hire.—V.6, Banister Mews, S.W.7, Kensington 4020. (N0551/R)



## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

**WM WELBECK MOTORS, Ltd.** offer the country's lowest rate for brand new (1953) self-drive hire cars: no mileage charge, no mileage limit, you just pay a flat rental and that is all—however far you go. One day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3591 (6 lines). Office hours: 9 a.m. to 8 p.m. [0031/R]

**WIMBLEDON CAR HIRE, self-drive specialists.**—1953-54 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.15. Wm. 3834. [0811/R]

**MOORE PARK GARAGE.**—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). [0679/R]

**SELF-DRIVE post-war Motors.** Austin A40, Morris Minor.—Ronn (Car Hire), Ltd., 5, Choumont, Peckham, S.E.15. New Cross 2103. [7576]

**1953 self-drive cars available for hire from Self Motoring, Ltd.** 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Ray. 8229 (Garage). [2936]

**1953 Zephyrs, 15gns a week, 600 miles;** also new Alliance, 29, Buxton St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R]

**POST-WAR self-drive cars from £10 per week** or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

**CAR HIRE (MAYFAIR), Ltd.** for Rolls-Royce and Austin departmental chauffeur driven, 1951-52 Rds and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R]

**EDWARDS & DAVIES (CAR HIRE), Ltd.**—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—31, 532 and 5637, 290, Milkwood Rd., Harns Hill, S.E.24. [0683/R]

**SUSSEX MOTORS.**—Self-drive or chauffeur-driven: 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguard; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.7 (near Marble Arch). Pad. 5306 and Amb. 5025. [0089/R]

**SELF-DRIVE.**—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget; modern fleet; alternative types available.—Home Overseas Motors, 180, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R]

**DRIVE YOURSELF HIRE CO. (LONDON), Ltd.** 1954 cars; reduced winter rates from 5 days for £3; summer holiday tariff on request.—306, Seven Sisters Rd., Finchbury Park, N.4. SAs. 5445; 20, Grosvenor Place, Victoria, S.W.1. Sio. 9844. [0507/R]

**OVERSEAS visitors.** a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd. Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [0211/R]

**DRIVE yourself hire.**—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years.—Write, phone or call. H. P. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M3001]

**WILSON CAR HIRE SERVICE.**—New cars in perfect condition; self-drive from £1 per day, 30 miles or £5 a week, 210 miles, including petrol, oil, insurance, excess ad per mile; overseas visitors can hire or buy and guarantee.—37-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R]

**DO a "good deal" better with Carr Bros.** on self-drive or hire the best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 481; Hounslow 4696; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London W.1 for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carrbros." Crovdon. Eng.). [M104/R]

## CARS FOR HIRE

**LUXURY travel** at low cost, Britain and Europe: 350 new 1954 self-drive cars and estate cars from 15/- a day for 35 free miles; excess at 3d a mile; or unlimited mileage tariff; special quotes for long periods; cars supplied on repurchase scheme; radios, heaters, air-conditioners, roof rack; recommended A.A. and R.A.C.—J. Davy, 215, Kensington, S.W.5. Tel. 1108 and Logan Place, Bromington. Frs. 6000. [0401/R]

**HIRE a car as private as your own from Victor Britain.** The Car Hire Specialist; may less and always get a new car, self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4861) or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R]

**OPPOSITE London Airport.**—Steele Griffiths, Ltd.'s new branch opposite London Airport offers comprehensive service to overseas visitors for self-drive cars, or alternatively, selling with guaranteed repurchase price; this special plan nearly halves usual cost of hire; no extra charge for unlimited mileage or heaters, roof racks; A.A., R.A.C.; in view of heavy bookings please write in advance, stating make preferred, new or used, to meet your aircraft.—Steele Griffiths, Ltd., opposite London Airport, Hayes, Middlesex. Rodney 2201. [9445]

## DAY AND NIGHT SERVICE

**A.O. (Always open).** N.S. (Not Sunday). SHEPHERD, Midge, Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 8678, 2960. [0401/R]

**PIRIBRIGHT (near Guildford Woking), Surrey.**—Clarke's of Pirbright, Brookwood 2201-2. [2221/R]

## EXCHANGE

**RAYMOND WAY.** [2221/R]

**RAYMOND WAY, of Kilburn.** [2221/R]

**RAYMOND WAY, the exchange specialists.** [2221/R]

**YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car.** If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

**RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8.** of Maida Vale 8244, connecting all branches and departments (Kilburn Park Station, Bakerloo line (150 yards)). [0631/R]

**ROWLAND SMITH** will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

**ROWLAND SMITH** for hire purchase terms: private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6241. [M4015/R]

**EXCHANGE your car for a new or used motor cycle or combination:** we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0056/R]

## CAR RADIO

**RADIOMOBILE** accredited dealers, qualified mechanics are always available for car radio repairs.

**NORMAND, Ltd.** 405-9, King St., W.6. Rm. 3665. [0222/R]

**J. DAVY, H.M.V. car radio, accredited dealers.** Smith's Radiomobile, sales and service.—Fremantle 9200. [0159/R]

**MOTOROLA, world's finest motor radio; sole licensees** and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

**ALL types of car radio supplies installed and serviced** by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., Ladbroke, W.1. Ambassador 1012. [0162/R]

**UNIVERSITY ELECTRICS, Ltd.** 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V.—Radiomobile, Ekco, etc., expert installation and service for trade and retail. [0668/R]

**SPIRINGS (TWICKENHAM), Ltd.** 83-101, Heath Rd., Twickenham, Tel. Popsopore 1035-6-7. Accredited Radiomobile station; expert installations and service; trade and retail all makes available. [0116/R]

## COACHBUILDERS AND BODIES

**GROUT & Co. (COACHBUILDERS), Ltd.** 2, Ifley Rd., Hammersmith, Riverside 1048.—All types of coachwork. [0509/R]

**PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2550;** body repair and painting, all processes, private and commercial; trade enquiries invited. [0125/R]

**TICKFORD, Ltd.** Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538.—Repairs executed of every description. [M4029]

**JACK BARCLAY (SERVICE), Ltd.** can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2225. [M1082/R]

**A LPE and SAUNDERS (COACHBUILDERS), Ltd.** Cauldwell, Trimming, Complete Bodies Built Station Approach, Kew Gardens, Richmond 1161. [9087]

**LAWTON-GOODMAN, Ltd.**—New shooting brake bodies, conversions, repairs and renovations, reasonable prices.—135, Crickwood Broadway, N.W.2. [M2022]

**W. M. PARK (COACHBUILDERS), Ltd.**—Body building and all repairs, retooling, trimming and conversions; special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew. Ric. 5675-6. [0546/R]

**RONALD KENT (COACHBUILDERS), Ltd.**—The specialists in accident repair work, offer courteous and efficient service combined with really economical prices, for all types of motor body repairs, renovations, cellulising and trimming.—Coalwharf Rd. (first turning left out of Shepherds Bush Central Line Station), Shepherds Bush 2251. [0212/R]

**50 in velour head lining, 7/6 yd., Vynide leather-** cloth 7/6 yd., 40in rubber-backed pile carpet, 32/5 yd., 54in double felt, 7/6 yd.; bucket seats complete 45/-, shell only 25/-; new easyfit rubber window channel, 7d ft. for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, headings, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings 195, High St., West Wickham, Kent. [M4461]

**FOR every requirement, body fittings and trimmings,** a large selection including: Light steel frames 25/-, upholstered Vynide, spring cushions 6d; tubular framed from 24/15; light alloy frames, 14in 65/-; 14in 65/-, trimmed Connolly from 26/6; cycle type wings; steel and light alloy window channelling, aluminium sheetings, mouldings and sections, body fittings, stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

## CONTACT LENSES

**MODERN CONTACT LENS CENTRE, 7(F), Ends-**leigh Court, W.C.1.—Deferred terms; booklet sent. [0694/R]

## LAMPS, ETC.

**YELLOW** head lamp bulbs for Continental driving available for most makes.—Beverly Motors, Airic Ave., New Malden, Surrey. 4403. [1528]

## PACKING AND SHIPPING

**R & J PARK, Ltd.** 145/5, Finchbury St., E.C.3. Mansion House 5085. Packing works; Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R]

**THE Herts (Tel. 5146) specialists with 40 years' experience** in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R]

**PATENTS, EXPERIMENTAL WORK** J. E. LOCKWOOD, patent agent, White House, Birmingham. Birmabooks free. [5894]

## TUITION

**AUTOMOBILE Engineering.**—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation maintenance, repairs, etc. Extended courses to prepare for A.M.I.Mech.E. A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 9021. [0536/R]

## PARTS &amp; ACCESSORIES, REPAIRERS, ETC.

## AXLESHAFTS

**WEST LONDON REPAIR CO., Ltd.** Wm. 6316-7. [0596/R]

**FRONT and rear axles suspension units, shafts, etc.,** straightened, heat treated, crack detectors.—Sas. High St., Wimbledon. [0596/R]

**ELEPHANT MOTORS, Ltd.** Axle shafts, London's largest stockists for all makes. Can we help you? CROWN wheels and pinions; large stock for most makes, new and second-hand.—37-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R]

**1500** all types: crownwheels and pinions and 3,000 axle shafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machett & Son, Lockford Lane Garage, Stonegrave, Chesterfield, Tel. 4615. [0223/R]

## BATTERIES, CHARGERS, ETC.

**50/-**—Brand new 6-volt batteries: 12-volt 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 3500. [0639/R]

**47/6**—Battery prices down again! 6-volt 9 plate 47/6; 8-volt 11-p. 56/8; 12-volt 9-p. 32/6.—186, Balham Hill, S.W.15. Battersea 3240/3768. [0628/R]

**BATTERY plates, machine pasted, highest quality,** equal and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Brierley Works, Wolverhampton. [4465]

**BATTERY chargers, 6v and 12v 2amp 47/6, with meter 58/6, 4amp model 54/16; all guaranteed;** by return post.—Maiden Transformer Supplies, Maiden Rd. Station, New Malden, Surrey, Mail. 5695. [9439]

**BATTERIES!!! Super quality, brand new, guaranteed.** 6-volt 60-amp, 55/-; 12-volt 60-amp, 110/-; carriage extra; complete stocks, lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0625/R]

## BATTERIES, CHARGERS, ETC.

**BATTERIES.**—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; A.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. SAs. 424; also behind 94, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4596. Early closing Wednesday. [8657]

## BRAKES, CABLES, ETC.

**BRAKE** cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 3241. [0014/R]

**RICHFIELD** replacement brake cables, England's leading manufacturer of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or replaced on genuine Boden materials used; send for trade list; new cables from 2/- each.

**THOS RICHFIELD & Son, Ltd.** 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines). [0059/R]

## CAMSHAFTS

**CAMSHAFTS,** worn or damaged cams built up and reground to original profile and life.—Moore & Hills (London), 1966, Ltd., 87, Scoresby St., S.E.1. WAT. 7261. [0262/R]

## CARBURETTORS, ECONOMISERS

**WATSON & Co. (LIVERPOOL), Ltd.**—Auto Electrical Depot, Oldham St., Liverpool. 1. Royal 7008. [0103/R]

**OFFICIAL S.U. and Solex agents;** large stocks of private and commercial, new and replacement.

**S.O. and A.C. fuel pumps;** prompt postal service. [0103/R]

## CARBURETTORS, ECONOMISERS

**GLZENITH** carburetors. [0596/R]

**STROMBERG and S.U. carburetors.** [0596/R]

**GOWER & LEE, Ltd.** supply new and replacement units; parts and service in Central London Depot.—Gower & Lee Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6228 (3 lines). [0635/R]

**S.U. carburetors and pressure pumps.** [0635/R]

**SERVICE, tuning, repairs.** [0635/R]

**SOLE distributors.** [0635/R]

**W. H. M. BURGESS, Ltd.** 32, Brunel Rd., Old Oak Common, Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. [0655/R]

**S.E. official carburettor agent, tuning by S.U. trained** mechanics; car repairs.—Geo. Adams, 28-30 Rochester Mews, N.W.1. Gul. 4074. [0035]

**S.U.—Official service depot.**—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122. [0635/R]

**MOSS & LAWSON, Ltd.** 1075-1086, London Rd., M. Thornton Heath (2 minutes Norbury Station). [0680/R]

**NEW H20** bomb improves petrol consumption, increases performance; £3/7/6; testimonials.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2447. [0065]



**40% N.C.B.** allowed drivers entitled to third-year bonus.—Bennett & Sons, Motor Insurance Specialists, 49, Queen Victoria Rd., Coventry CV1 734. [9564]

Windscreens. 10142/E



## PARTS AND ACCESSORIES, REPAIRERS, ETC.

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**A**RMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. New exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

**M**AIN distributors:—

**L**ONDON and the South of England.

**P**ARR EQUIPMENT CO., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211 (3 lines).

**B**IRMINGHAM, West Midlands and Central Wales:—**M**ARLER & PARTRIDGE, Ltd., Fox Hollis Garage, Fox Hollis Rd., Acocks Green, Birmingham, 27, Acocks Green 9901.

**E**AST MIDLAND Eastern Counties and South Yorks:—**D**ICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8.

**N**ORTH-WEST England:—

**B**RACEGIRDLER MOTORS, Ltd., Brook's Bar, Manchester 16, Moss Side 2245-6.

**S**COTLAND:—**J**AMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4157.

**S**PECIAL telescopic conversion for Austin Cambridge 45/- per unit complete. [0496/R]

**S**HOCK absorbers.

**I**f you are still dissatisfied with your shock absorbers, replace them with Newton hydraulic suspension control and get the best ride.

**U**NITS and brackets from stock for most popular cars from any Newton distributor or direct.

**N**EWTON & BENNETT, Ltd., Valetta Rd., Acton, W.3. Tel. She. 5443. [0104]

**N**ORTH-WEST England:—

**S**TOKIST and fitting service. Woodhead-Monroe, Telford and Rotoflo; conversion sets available; full trade discount.

**W**. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7355/8705. [M2044/R]

**J**OHAN A. SPARKS & Co., the

**G**IRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.

**J**OHAN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tel. Hille 5454. [0356/R]

**T**ELAPLO telescopic dampers are the latest advancement in suspension control.

**E**FFICIENT control maintained at low and high speeds.

**L**EVELS out the bad roads, providing extra comfort.

**A**ERATION and frothing troubles eliminated by exclusive patent.

**F**UNCTION at any angle owing to its independence to gravity problems.

**L**ONGER life due to increased area of body.

**O**

**R**OBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0076/R]

**T**HE London, main distributors for "Rotoflo" and "Telflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd.

**E**AST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amber 6466 and 6844.

**W**EST London Depot, 34, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

**W**hich includes complete rehousing of your linkage for dampers to fit most cars.

**P**OST and rail orders are dispatched within one hour of receipt of your old units.

**W**hich specialises in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R]

**A**CCENT on services—Oil dampers or linkages exchanged "off the shelf" all British, American and Continental types; six months' guarantee—Bullie & Hurn, "The Girling People," 31-39, Hoxhill Rd., Glasgow, N.W. Douglas 1762. [0997/R]

## SHOCK ABSORBERS

**30/-**—Exchange reconditioned shock absorbers—Battersea, 18, Balham Hill, S.W.12. Battersea 3250/3769. [0449/R]

**R**ECONDITIONED shock absorbers, exchange service, popular types 32/6 each; list free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

**A**LL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Francis Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [4751]

**A**LL types British, Continental, American shock absorbers, suspensions, new, reconditioned, guaranteed; reasonable; conversions to telescopic, trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0004]

**N**EWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available M.G., Morris, Wolseley, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R]

**S**COTLAND.—Armstrong, Girling, Luvax, Newton, S. Woodhead-Monroe, contact the leading stockists for shock absorber service.—In the East, Ingils Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3, Tel. 26237. In the West, James S. Cain, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4157. [0550/R]

## SILENCERS

**S**ERVAIS straight-through silencers and assemblies must improve the performance of all cars, fitted by the leading manufacturers; immediate delivery of popular types.—Silencer Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6788. [0654]

## SPEEDOMETERS

**R**ICHFIELD.

**S**PEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service. Immediate replacement for most types others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

**S**PECKMETER, Cable, Ltd., 140-2, King's Cross Rd., London, W.C.1. Terminus 0635-4. [0346/R]

**T**ROS. RICHFIELD & SON, Ltd., 9, Broadstone Place, London, W.1. Wel. 0462 (5 lines). Established 1938. [0070/R]

**S**PEEDOMETER SUPPLY CO., Ltd., 34, Shelton St., Long Acres, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R]

**P**RIOR & CLARKE, Ltd.—All spares in stock, speedometer heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0742/R]

**A**UTO TEMPO METER CO., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years. 140-2, King's Cross Rd., London, W.C.1. Terminus 0635-4. [0346/R]

## SPRINGS

**L**ARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3250/3769. [0315/R]

**W**EST LONDON REPAIR CO., Ltd., Wim. 6316-7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbeldon. [0251/R]

## SUPERCHARGERS

**A**RNOTT low-pressure supercharge your car.

**F**OR instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc.

**A**LSO Arnott high-pressure competition models.

**C**ARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

**M**ARSHALL-NORDE low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill-climbing, installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph, Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westbury, Caterham, Surrey. [0755/R]

## TYRES AND TUBES

## MARBLE ARCH.

**E**XTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R]

**T**YRES—Tyres—Tyres.

**M**AKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

**C**LEVELAND'S GARAGE, Felixstowe Rd., Ipswich. [0565/R]

**T**YRES!!! Tyres!!! Tyres!!!

**10000** tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

**H. MATTHEWS, Ltd.**, the tyre specialists of over 50 years' standing.—39-37, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R]

**V**ETERAN beaded-edge tyres, new or used.—Witham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [M4070/R]

**P**RIOR & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R]

**T**YRES, tubes (used and remoulds), 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in, also tractor, commercial, ex W.D., beaded and odd sizes.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0987/R]

**B**ULL'S.—A tyre for every job; new and remoulds; free fitting; call or let us quote; list us remould your own cover.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

**T**YRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Guttery 242 and 5422. Wires: Goswellto, Norwest, London. [0087/R]

**5000** Guaranteed remould tyres: 450x18, 51/5; 450x19, 52/3; 500x16, 55/3; 500x17, 59/3; 550x16, 67/3; 550x18, 73/3; 600x16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Mochent & Son, Lockford Lane Garage, Stonegrange, Chesterfield. Tel. 4615. [0224/R]

## WHEELS, DISCS, ETC.

**A**LL types of wheels repaired, replacement service.—V. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5539. [0680/R]

**M**OST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4399. [0678/R]

**W**HEELS (used), all sizes for cars, trailers, caravans, commercial, ex W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0988/R]

**C**LAIRE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R]

**W**EST LONDON REPAIR CO., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, remoulded, replated. Easy clean wheels repaired, retread.—See High St. Wimbeldon. [0638/R]

**6000** car wheels second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Mochent & Son, Lockford Lane Garage, Stonegrange, Chesterfield. Tel. 4615. [0222/R]

## WINDSCREENS, WIPERS, ETC.

**A**USTIN 1 1932-34, £4/5; Ford 8/10, £5/5, trade also supplied.—D. W. Price, Nessan Lane, N.W.10. [0258/R]

**B**ERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hamilton Rd., Twickenham Green, Middlesex. Tel. Popsgrave 6291. [0554/R]

**B**RITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windcreens, Ford, Austin 7, Ford and sliding winders for utilities.—Bishopsgate 9611-5. [0908/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

(See also page 86)

**T**O garage owners and others.

**P**ETROL filling station, Woodhall Spa, Lincs, freehold property for sale with possession, comprising petrol filling station with good office accommodation, lock-up garages let at £221 per annum gross; petrol sales average 1,000 gallons per week; private hire car service operated.

**A**PPLY Crippwell & Eastgate, Auctioneers, Estate Agents and Valuers, Halifax Buildings, West Gate, Manchester, 4, Tel. 214. [9405]

**G**ENERAL repair garage, good motor cycle agencies, first-class living accommodation, centre industrial town, S.W. England, freehold; audited accounts: £12,000; s.a.v.; bargain; ill health cause of sale.—Box 4458. [8966]

**L**ONDON.—North suburban garage, modern, 140ft frontage on principal road; 70,000 galls. per year rising; dealer for popular car; long lease; freehold available; t.o. £27,000 p.a.; £7,000; s.a.v.; principles only, please.—Box 4686. [9415]

**G**OY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R]

**C**HURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application; stating requirements to—39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047]

## BUSINESS AND PROPERTY

**A. H. LANSLEY** 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. [4246]

**M**ESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23294), offer the following:—

**W**ORTHING area.—Main road garage and filling station here in lease with 15 years unexpired at reasonable rent; workshop area, 3,500ft super; good living accommodation; price for goodwill and equipment £3,000; s.a.v.

**W**ILTS village.—Small freehold filling station with house, garage and outbuildings; no opposition; useful car hire connections; freehold £3,200.

**W**ILTS.—Did-established garage and filling station in country town for disposal owing to ill health; petrol sales 60,000 galls. p.a.; long lease at £200 p.a. with ingoing of £3,200 or freehold may be purchased.

**F**URTHER particulars of above and other garages available from Messrs. Gladding, Son & Wing, as above. [M2021A]

**A**LDRIDGES (est. 1755), auctioneers and estate agents, have available several est. motor businesses with distilleries and main agencies; also garages and filling stations in London, Home and Southern Counties.

**B**EDFORDSHIRE market town.—Main road garage and filling station; modern showroom, workshop and pumps; good living accommodation; popular agencies; good petrol sales; audited a/c; sound concern; freehold £15,500; s.a.v.

**E**NVIRONMENTAL are invited to Estate Department, Willeam Rd., N.W.1. Eus. 2552. [M1004]

## BUSINESS AND PROPERTY

**B**RISTOL, main road; showroom, garage for 25 cars, flat over, vacant; £3,980.—Andrew Kewatke, Weston-on-Mare. [7963]

**F**OR sale, garage and cottage; complete Tecamenit equipment; cheap for quick sale, freehold £4,750; callers only.—Hurley, Westcliff Garage, Addington St., Ramsgate. [9427]

**P**ETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, have over 60 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request. [8350]

**S**OUTH Devon.—Excellent large modern garage and filling station in main resort, two self-contained flats, Ford, Standard agencies, for sale freehold.—Apply Joint Sale Agents, Myddelton & Major, 49, High St., Salisbury; and Messrs. Potbury & Sons, Ltd., High St., Sidmouth. [9367]

## Business &amp; Property Wanted

**A**LDRIDGES urgently require for numerous applications:—

(1) Garages and filling stations in London, Home and Southern Counties, well sited and with good petrol sales.

(2) For servicing, 6/10,000 sq ft.—Parts to Estate Dept., William Rd., N.W.1. Eus. 2552. [W1004]

**G**ARAGE and filling station wanted, residential district, Middlesex, Surrey, Sussex, Hants of Berks; private purchaser, consider partnership; confidence respected.—Box 4478. [9302]



## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

**Business & Property Wanted**  
**GARAGE** required, 6,000 sq. ft. in London area, for storage purposes.—Box 4232. (18992)  
**FILLING** station and garage urgently required for special applications. Home Counties preferred. South Coast; £5,10,000; early inspections.—Full details to: **ANTHONY D. LEWIS & Co.**, 95, High St., Esher 3577. (M2071)  
**PETERS & PETERS**, Garage Sales Specialists, 57, The Broadway, Chesham, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. (7150)

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

**ARMSTRONG SIDDELEY MOTORS** require the following drawing office person:—  
**DRAUGHTSMAN** for transmission work.  
**DRAUGHTSMAN** for engine work.  
**DRAUGHTSMAN** for chassis.

**APPLICATIONS** stating qualifications, experience and age to be addressed to Reference ST1, Personnel Manager, Armstrong Siddeley Motors, Coventry. (9107)

**TESTER** required by old-established garage.—Tel. Clerkenwell 1070. (9373)

**FITTER** wanted; apply first in writing, stating experience, only first-class need apply.—Box 4464. (9497)

**CAR** salesman, experienced, required; basic salary, plus commission.—Write, stating age, experience, Poland Street Garage, London, W.1. (9371)

**BEDFORD** commercial vehicle and Vauxhall salesman required.—Write, giving fullest particulars, to Sales Director, G.N. Ltd., 278-300 Balham High Rd., London, S.W.7. (9592)

**AUTOWORK (WINCHESTER)**, Ltd., require first-class salesman, preferably one able take control of new branch, with buying ability.—Autowork, Ltd., Station Hill, Winchester. (C1010)

**APPLICATIONS** invited from freelance representatives with established connections amongst caravans and fleet-owners, to handle new repair services, for which there is no competition.—Apply Box 2540. (4286)

**BOTWOODS**, Ltd., Ipswich (Austin distributors), require a sales representative with proved record; permanent position with excellent prospects.—Apply in writing, giving full details of previous experience. (9998)

**STORES** manager for Rootes Group dealers (stores staff 4); previous experience on Rootes Group preferable but not essential.—Galway Smith, Ltd., Domestic St., Leeds, 11. Tel. 3087. (9361)

**LONDON** company require a car salesman; good salary and commission; write giving age and details of career to date with present earnings to—Box 4575. (9555)

**OFFICE** manager required for small busy garage in Enfield, Middx.; must have had previous experience in trade and prepared for long hours and hard work.—Box 4574. (9552)

**EXPERIENCED** car salesman required by new and used car agents in Finchley. Must live within easy travelling distance; replies treated in confidence.—Box 4573. (9551)

**ARMSTRONG SIDDELEY MOTORS**, Car Division, has a vacancy for an experienced senior body layout draughtsman; good prospects and salary above A.E.S.D. rates.—Reply to, Reference SG3, Personnel Manager, Armstrong Siddeley Motors, Coventry. (8738)

**OLD-ESTABLISHED** retail motor firm in Surrey requires salesman with sound knowledge of new and used cars; apply stating full particulars of experience, salary and commission expected, and when free.—Box 4586. (M1086)

**YOUNG** stores assistant required, must have finished National Service, preferably with Vauxhall and Bedford experience; good salary and prospects for suitable applicant.—Green Garage (Bedford), Ltd., Staines Rd., Bedford, Middlesex. (9120)

**VAUXHALL** main dealer, Home Counties, appointing two outside representatives; salary and good commission; applicants must be experienced new and secondhand salesmen; only those interested in earning big money should apply.—Box 4663. (9461)

## SITUATIONS VACANT

**EXPERIENCED** store-keeper, rate 5/6 per hour, 50-hour week, good references essential, age under 40, Sutton and Chesham, Surrey.—Box 4570. (9548)

**UTO-ENGINEERS** require well-educated man, 30-45, for reception, organisation and charging of repairs, etc., state exp.; Dulwich S.E. district.—Box 4667. (9511)

**WADHAM BROS., LTD.**, Southgate, Chichester, Sussex, require an experienced storekeeper. Standard, Triumph and/or Nuffield an advantage; permanent position in pleasant surroundings for the right applicant.—Apply in writing to the Manager. (9444)

**CAR SALESMAN** required by old-established firm holding agencies for popular makes, to cover North Essex; knowledge of territory an advantage; a splendid opportunity for man with personality and keenness; salary and commission.—Reply to Box 26, c/o Glover, Newmarket, Suffolk, Walden, Essex. (9101)

**A.E.C. Ltd.** require experienced draughtsmen for detailing and chassis layout; permanent employment, five-day week, pension scheme, canteen facilities and sports club; application in writing, stating age, experience and salary required to—Staff Records Office, Windmill Lane, Southall, Middlesex. (9003)

**BODYWORKS** manager, estab. concern Greater London (south), full control and able quote, handle and get business (priv. cars and commercials), experienced representative with technical knowledge might suit; connections advantage; salary with comm. and ultimate directorship when proved.—Box 4584. (M1041)

**PRACTICAL** works manager is well-known garage 15 miles south of London, top-class admin. and technical ability (all depts.), able take full charge and increase sizeable turnover; good salary, bonus and prospects rich man (own staff notified); send particulars.—Box 4585. (M1041)

**STOREKEEPER**—Experienced man required to take full charge, modern medium-sized stores, accommodation if required, post vacant due to ill health; opportunity for keen, conscientious applicant; Rootes Group main dealers—Tompkins, Moss & Co., Ltd., Central Garage, Bletchley, Bucks. (9036)

**ASSISTANT** service manager, 30/35, with at least 10 years' practical experience with main Ford dealer, good salary and bonus to competent young man with capacity and ability to co-operate in large organization; Midlands.—Full details of experience in confidence to—Box 4547. (9592)

**WELL-KNOWN** firm of S.E. Midland automobile distributors require executive salesman, experience in the retail selling of specialist new cars and popular used cars essential; remuneration most attractive, plenty of scope for initiative and drive; applications from older men invited.—Box 4545. (9591)

**AUTOMOBILE** component manufacturer in the Birmingham area requires a young assistant for a research department specializing in power transmission problems and development; preferably of degree standard and with good knowledge of automobile design and construction; must be capable of writing a good report; good scope for advancement; salary in accordance with qualifications and experience.—Box 4592. (9391)

## SITUATIONS WANTED

**YOUNG** man, 22, School Cert., ex-army mech., current licence, interested buying, selling.—Box 4594. (9430)

**RETIRED** draughtsman, pre-war garage director, car owner, resident Streatham, seeks part-time occupation.—Box 4635. (9542)

**EX** Garage Prop., 30 years' experience motor trade; seeks position service manager, S.W. preferred; highest refs.—Box 4561. (9342)

**SERVICE** manager seeks change, excellent organizer, adaptable, 25 years' experience estimating, costing, sales, repairs; London area.—Box 4560. (9340)

**GARAGE** manager, 43, life experience, all branches, seeks permanent appointment, Southern Counties, skilled engineer, good sales record, excellent testimony integrity and ability.—Box 4469. (9025)

## BOOKS, ETC.

**HANDBOOKS**—Austin, Ford, Morris, Standard, Triumph, Vauxhall, 5/6 each. Cord, Jowett, Renault, Volkswagen, 7/6. Hillman, Eumber, Morgan, Rover, 9/6. Chevrolet, American, Ford, 8/6. Talbot, Wolseley, 11/6. Riley, Singer, 12/6. Alvis, Chrysler, Dodge, M.G., 15/6. (9542)

**WORKSHOP** Manuals—Morris 17/6; Jowett, Renault, 21/-; Ford, M.G., 31/6; Austin, Hillman, 25/6. (9542)

**CATALOGUE** (April) Motoring Publications, 6d. Inquiries: Stamp please—Vivian Gray, Mail Order Booksellers, Hursley, Hampshire. (M2060)

## BOOKS, ETC.

**THE** motorist's postal bookkeeper; list from—L. A. Schofield, Peter St., Yeovil, Som. (9842)

**UTILITY** bodywork, drawings and instructions, 35/-; Re-trimming a car, 11/-; post paid.—Craftman Publications, 2, New St. Square, London, E.C.4. (9406)

**"BRIGHTER** Photography for Beginners." By David Charles, F.R.P.S. Describes the whole photographic process without tedious explanations of optics, physics, chemistry or mathematics. This new edition, revised throughout and lavishly illustrated, is the obvious choice for those who want a non-technical guide to success with a camera. Fourth Edition, 6/-; net from all booksellers. By post 6/4 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"PLASTICS** Progress: Papers and Discussions at British Plastics Convention, 1953." The complete text and illustration of the papers (given by 29 experts), together with a full report of the discussions. Subjects include: unplasticized p.v.c. plastics material developments; reinforced plastics; durability and performance of plastics in service; problems in injection moulding; economics of large mouldings; new uses in industry—cables metallization, footwear and conveyor belting. 50/-; net from all booksellers. By post 51/4 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"FOUNDATIONS** of Wireless." 5th Edition. By M. G. Scroggie, B.Sc., M.I.E.E. Explains the whole basic theory of radio, the reader requiring no previous technical knowledge. Subjects covered include: receivers, transmitters, aerials, power supplies and transmission lines. Includes an introduction to television and radar. 12/6; net from all booksellers. By post 13/6 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"ROADS** of France: A Guide to Tourist Routes." By A. G. Douglas, Clesse. A handy-size book which describes the France-bound motorist to find his way to the more popular tourist areas without worry or trouble. It also gives helpful information about hotels, charges and tips and other valuable hints for the first-time motorist. 5/-; net from all booksellers. By post 5/2 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"MECHANICS** For the Home Student." By Eric H. B.E.E., Lecturer in Mechanical Engineering, Sheffield University. Nineteen chapters provide an excellent introduction to elementary mechanics under such headings as Action, Force, Momentum, Potentials, Applied Forces, Friction, Centre of Gravity, Density, Fluids, Gases, Heat, etc. 7/6; net from all booksellers. By post 7/10 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"THE** Autocar Guide for the 'L' Driver." Sixth Edition. By the Staff of "The Autocar." Provides a description of the driving test, explains the various manoeuvres, and gives hints on night driving and road safety. A further section, contributed by an instructor, describes the errors commonly made by driving test candidates. Every "L" driver should equip himself with this handy manual. 1/-; net from all booksellers. By post 1/2 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"MOTOR** Cycle Cavalcade." By "Ixon" of "The Motor Cycle." Gives the history of machines from 1884 onwards and tells the story of the men who designed, constructed and rode them. 10/6; net from all booksellers. By post 11/6 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"MATERIAL** Handling in Works Stores." By L. J. Hoekstra. Shows how the use of fork-lift trucks and pallets in industrial stores can increase production, utilize floor space more effectively, help control of movement and reduce costs. Includes a description of a system actually operated in a modern factory. 10/6; net from all booksellers. By post 10/11 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"TELEVISION** in Your Home: Everything the Potential Viewer Needs to Know." By W. E. Miller, M.C. (and others). M.Brit.I.R.E. An excellent non-technical guide for the ordinary viewer, providing everything he needs to know before and after the purchase of a receiver. 2/6; net from all booksellers. 2/2 by post from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

**"UNDER** the Cabin Lamp: A Yachtsman's Gossip." By Sir Alick Trippe. A book for everyone who loves "mucking about in small boats." The author, a well-known cruising man, relates some of his own special memories, and illustrates them with a series of excellent oil paintings and pen-and-ink drawings. 21/-; net from all booksellers. By post 21/8 from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1. (9444)

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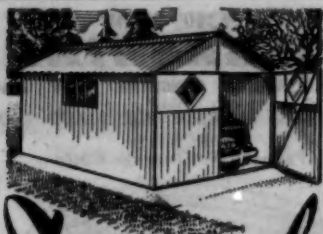
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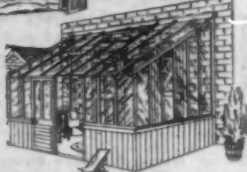
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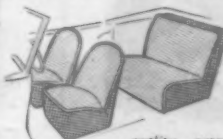
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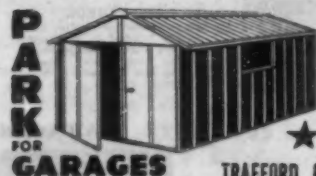
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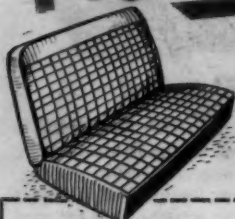
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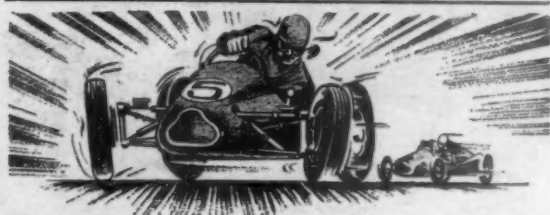


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## INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
<b>AFN, LTD.</b> .....	Edit. 520	Glanfield Lawrence, Ltd. ....	51	Perry, W. Harold, Ltd. ....	50
Alpha Woodcraft, Ltd. ....	89	Gregory (Hedgerley), Ltd. ....	89	Portable Concrete Buildings, Ltd. ....	92
Amal, Ltd. ....	Edit. 520	Gregorys of Uxbridge, Ltd. ....	88	Portman Supply Co. ....	89
Armstrong Siddley Motors, Ltd. ....	24	Grosvenor Motors (Manchester), Ltd. ....	47	Premier Motor Policies, Ltd. ....	88
Ashmore Auto Engs., Ltd. ....	48	Guysen Industrial Equipment, Ltd. ....	88	Pride & Clarke, Ltd. ....	38
Auster, Ltd. ....	18				
Austin Motor Co., Ltd. ....	10	<b>HALL, G. S., LTD.</b> .....	49	<b>R.A.S.C. ARMY EMERGENCY RE-</b>	
Automotive Products Co., Ltd. ....	Cover iii	Hall, Robert H., & Co. (Kent), Ltd. ....	87	<b>SERVE</b> .....	91
Autotravel .....	16	Hamilton Motors (London), Ltd. ....	6, 51	Redex .....	43
		Headen, A. E., Ltd. ....	88	Regent Oil Co., Ltd. ....	33
<b>BARNACLE, LTD.</b> .....	46	Henlys, Ltd. ....	52	Renault, Ltd. ....	11
Batley, Ernest, Ltd. ....	16, 87	Hinton, Peter ....	48	Ridley Industrial, Ltd. ....	89
Bennett (Hyde), Ltd. ....	87	Hollis, J., & Son ....	40	Robinson, L., & Co. (Gillingham), Ltd. ....	91
Berie, A., & Co. (Queensferry Auction), Ltd. ....	47	Houdaille Hydraulic Suspension Co., Ltd. ....	87	Rootes, Ltd. ....	27
Berry, Wiggins & Co., Ltd. ....	87			Rose & Young, Ltd. ....	48
Blackwell's Metallurgical Works, Ltd. ....	46	<b>LIFFE &amp; SONS LTD.</b> .....	90	Rotoscylthe .....	17
Blanchflower (Kettering), Ltd. ....	90	India Tyre & Rubber Co., Ltd. ....	92	Roussel, J., Ltd. ....	93
Blumel Bros., Ltd. ....	37	Initials .....	26	Rowland Smith (Motors), Ltd. ....	51
Botwoods, Ltd. ....	46			Rubery, Owen, & Co., Ltd. ....	40
Boulogne Chamber of Commerce .....	39	<b>JAGUAR House</b> .....	47	Runbaken Electrical Products .....	88
Brands Hatch Circuit, Ltd. ....	93	Jenks Bros., Ltd. ....	93	Rye, Claude, Ltd. ....	36
British Leather .....	10	John Bull Rubber Co., Ltd. ....	9		
Brown, W. J. ....	48			<b>SAUNDERS, H. A., LTD.</b> .....	49
		<b>KARPOL</b> .....	13	Scale Model Equipment Co. ....	90
<b>CAMDEN MOTORS, LTD.</b> .....	49	Kay Bros., Ltd. ....	14	Shadow Instrument, Ltd. ....	87
Carburon .....	28	Kilnhurst Pre-Cast Stone & Concrete Co., Ltd. ....	88	Shell-Mex & B.F., Ltd. ....	20
Car-Coverall, Ltd. ....	44			Silver City Airways, Ltd. ....	40
Carmo (1929), Ltd. ....	51	<b>LANKESTER ENGINEERING CO., LTD.</b> .....	51	Simoniz (Eng.), Ltd. ....	35
Carreras, Ltd. ....	14	Laystall Eng. Co., Ltd. ....	15	Smiths Motor Accessories, Ltd. ....	5
Carz Fastener Co., Ltd. ....	36	Leco Accessories, Ltd. ....	38	Smith's of Bristol .....	88
Castle's United Development, Ltd. ....	16	Leytonstone Jig & Tool Co., Ltd. ....	44	South-Eastern Battery & Electrical Co. ....	87
Catford, D. S., Ltd. ....	91	London Trimming Co. ....	46	Speed Marketing Co. (Sussex), Ltd. ....	88
Celspray, Ltd. ....	92			Sponcel, Ltd. ....	44
Cheshire, Maurice, Ltd. ....	34	<b>MAIDSTONE ENGINEERING CO.</b> .....	47	Standard Motor Co., Ltd. ....	Front Cover
Chloride Batteries, Ltd. ....	3	Marston-Excelsior, Ltd. ....	34	Stewart & Arden, Ltd. ....	25
Citroen Cars, Ltd. ....	32	Mayfair Garages, Ltd. ....	50	Sutcliffe, F. & H., Ltd. ....	44
Claybourn, E., & Co., Ltd. ....	47	Mays, Raymond, & Partners, Ltd. ....	48	Sydney, John, Ltd. ....	12
Cleveland Petroleum Co., Ltd. ....	23	Mechanical Handling .....	6		
Collier & Collier, Ltd. ....	88	Michelin Tyre Co., Ltd. ....	31	<b>TAYLOR &amp; CRAWLEY</b> .....	Edit. 519
Cologne, City of .....	42	Millers Car Equipment .....	89	Teleflex Products, Ltd. ....	8
Cooden Engineering Co., Ltd. ....	51	Morris, S., & Co., Ltd. ....	50	Thomas, Richard, & Son .....	87
Coombe Bridge Garage, Ltd. ....	50	Motor Mart, The .....	47	Thomson's (Carron), Ltd. ....	94
Cords Piston Ring Co., Ltd. ....	89			Thorn, J., & Sons, Ltd. ....	87
County Chemical Co., Ltd. ....	2	<b>NATIONAL BENZOLE CO., LTD.</b> .....	30	Tudor Accessories, Ltd. ....	4
Cox & Co. (R.W.), Ltd. ....	36	Naylor & Root, Ltd. ....	48	Turner Manufacturing Co., Ltd. ....	7
		Neale, James, & Sons, Ltd. ....	92	Turner, William (Kismet), Ltd. ....	17
<b>DAIMLER CO., LTD.</b> .....	21	Neo Electrical Industries, Ltd. ....	88		
Denham's Garage (Essex), Ltd. ....	49	Newnhams, Ltd. ....	49	<b>UNITED STEAMSHIP CO., LTD., THE</b> .....	12
Denton Bros. ....	88	Newton & Bennett, Ltd. ....	41	University Motors, Ltd. ....	Edit. 519
		North British Rubber Co. ....	47		
<b>EASTERN UNION CO., LTD.</b> .....	87	Nunn, H. E., & Co., Ltd. ....	42	<b>VACUUM OIL CO., LTD.</b> .....	25
Economic Supply Service, The .....	93	Nunway Mfg. Co., Ltd. ....	42	Vauxhall Motors, Ltd. ....	19
Elite Motors (Tooting), Ltd. ....	50				
Enfield Tyre Co., Ltd. ....	12	<b>OETZMANN &amp; CO.</b> .....	14	<b>WALKER, J. J.</b> .....	89
Eso Petroleum Co., Ltd. ....	1	Optical Products .....	90	Watkins, Eustace, Ltd. ....	32
Evans, P. J., Ltd. ....	48			Way, Raymond, Motors, Ltd. ....	45
		<b>PARK LINES, LTD.</b> .....	89	Weatherheads, Ltd. ....	34
<b>FELTHAM, WALTER H., &amp; SON, LTD.</b> .....	88	Pelham, A. ....	88	Wembley Court Motors .....	46
Ferodo, Ltd. ....	22			Wico-Pacy Sales Corp., Ltd. ....	Back Cover
Fletcher Miller, Ltd. ....	88	<b>ZENITH MOTOR &amp; ENGINEERING CO., LTD.</b> .....	51	Wilcot (Parent) Co., Ltd. ....	92
Flight .....	38			Wilsons Car Hire Service, Ltd. ....	48
<b>GARRINGTONS, LTD.</b> .....	43				
General Accident, Fire & Life Assurance Corp., Ltd. ....	91				
Girling, Ltd. ....	Cover ii				

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